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Easyriders

October 1989
ADULTS ONLY

196

Kawasaki Season Opens

(See page 35)

Over 30,000 Make Vietnam Memorial Run

Helmet Information Tide Is Turning

Mighty Austin Rodeo

Outrageous Fiction

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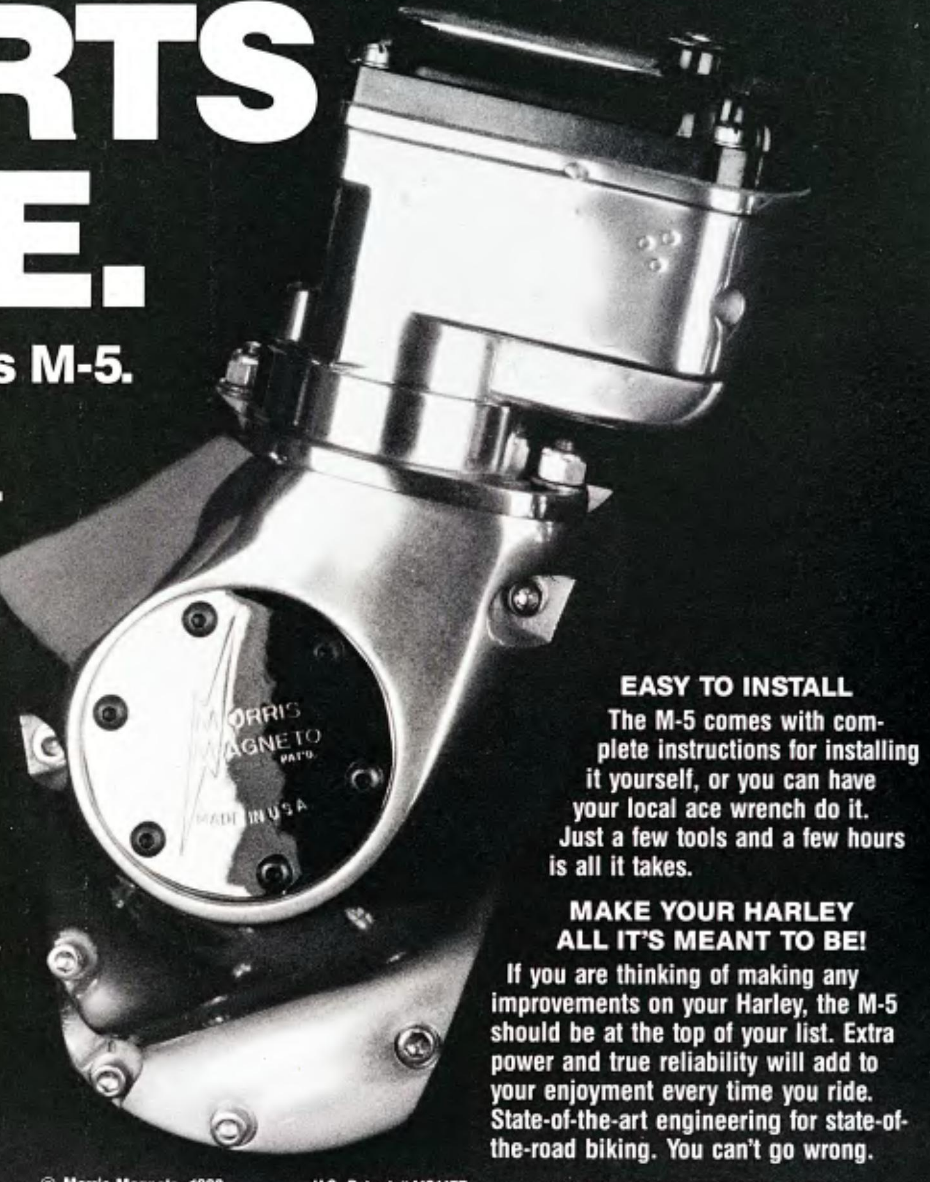
Cover, gatefold and feature photography of Grady Pfeiffer's mean, green, monster Evolution, with your June Fox Hunt winner, Brenda, was accomplished by Raiko Hartman, Los Angeles, June, 1989.

YOUR HARLEY STARTS HERE.



Morris Magneto's M-5. The Dawn of a New Generation.

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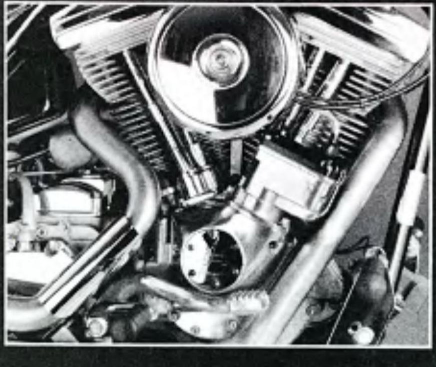

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This dork went out and stole a welding truck. He drove to his ol' lady's house and threatened to blow her up along with the house. He rolled four hydrogen gas tanks up to her front door, and ignited them with a lighter, expecting a huge explosion. But he burned the shit out of himself from the jet blasts.

I've heard how bad pit bulls are, but this is the first time I've heard about a pit bull's owner being arrested. What did the dog do? Bite a baby? The owner's ol' lady? What? It seems he instructed his pit bull to attack a tree! It survived, but the owner was arrested anyway.

He got in a traffic accident and really got pissed at the other driver--so much that he got out of his car and pounded the guy so many times that he broke his skull and killed him. What did he do it with? A hammer? A club? What? He head-butted him to death!

Here's another dork! He broke into a store with his brother, who was a photographer, and posed for him during the burglary with the stolen goods. A year later the police found the film in his apartment, developed it, and busted his dumb ass.

There was a big event in Iran recently. You can say a lot of things about Iran, but one thing is certain--they know how to treat bad women. There were thousands of people in the stadium all watching while 11 alleged prostitutes were buried in the ground up to their tits. Five men threw stones at them until they died.

This huge truck driver flailed around, slapping and killing insects, but his wife got in the way and he slapped the shit out of her. She died, but he couldn't understand why the police wouldn't accept the fact that he was just trying to kill the damn bugs as reason enough for her accidental death. It sounds perfectly plausible to me. Shit!

Now enough is enough! In Perth, Australia, they're busting mothers for pushing their baby carriages with worn tires. It seems in Australia that carriages are considered to be vehicles, so no drunk driving or any of that shit with baby carriages!

You guys in the slammer watch out. Recently a guy killed himself by fixing his television set while sitting on a metal shitter. For some reason he bit into the electrical cord and blowee!

She had been complaining to the police for four months about the crack house next door. Finally they got their shit together and with a search warrant, 24 cops came jamming through the front door. They did their usual thing, breaking up things and pulling out drawers. They found a sealed bag of some shit and dumped it on the bed. It turned out to be ashes for burial. But oops! They had made a mistake. They broke into her house instead of the crack house next door!

Now here's a good example of women being dipshits. This guy talked this young lady into taking out more than $300,000 worth of life insurance, and then he talked her into killing herself. So she jumped from a nine-story apartment. This all happened two weeks after she took out the policy, so he was arrested and charged with aiding a suicide. The cops said he'd told her that her death could brighten his future.

These two guys were smoking some righteous pot, but apparently they were sitting under a smoke detector that alerted the fire department. When the fire department arrived with the police, they knocked at the door, and as soon as it was opened, they knew the smoke wasn't caused by a fire, so they promptly arrested the guys.

As a joke, this barber picked up some hair clippings from the floor of his shop and spread them in his wife's panties. She claimed the itching was excruciating. For some reason she divorced him.

He decided he would lie down and take a short afternoon nap, but he was disturbed when a friend of his knocked at the door. He didn't like being abruptly awakened, got pissed, and beat his friend to death.

TAKING IT EASY

By Spider

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WORDMONGER

Much Thanks

☐ Much thanks to the Vietnam Vets MC and friends from El Paso who made our 2nd Annual Prison Bike Show such a big success. It's the first time that the institutional staff recognized that we (bikers) exist, and that there are people out there who care about us and will come inside to share a day with us.

Hell, it was the first time in 43 months I've been around a Harley. That's almost like being a virgin or something like that.

Michael Wright
Anthony, N.M., Tex.

Wants Work

☐ I'm a young Danish guy who would like to work in the U.S. I'm a skilled smith/welder with stainless steel as my specialty.

I'm coming to Kentucky in August. If anyone can send me some addresses on some workshops in that area, I would be very thankful.

Jacob Engel
Hovedstensvej 38
2650 Hvidovre
Denmark

Needs Parts

☐ Are there any bikers around Mechanicsburg, Illinois? I have a buddy who is looking for parts for a 1974 Sportster. He wants to chrome it up some.

Sterile Darrell C. Jr.
Mechanicsburg, Ill.

Saw Vision

☐ It's happened-Gary Busey has seen the Angel of Death (or maybe his publicity agent) in a vision. And according to a radio interview I heard today, he now owns three helmets (one for each of his faces) and supports a helmet law for ages 16 through 25. And, oh yeah, he says since the bang on his head, he's not difficult to work with any more—he's really a nice, wonderful guy.

Well, kiss my ass! I don't know about the rest of you guys, but I'm fed up with this, "You meet the nicest celebrities on a Harley" hype. After riding for 40 years (without a helmet) and fighting helmet laws for the last 20, I don't need some asshole actor/rider screwin' me up.

I've never seen a vision, but I know when I'm being "okey-doked".

Big Dog
Simi, Calif.

Pissed Off

☐ I'm an American living in Canada. I'm really pissed off because I can't get in on your subscription sweepstakes. I just renewed my subscription again and didn't get that bonus. Why don't you change those stupid rules?

Rob Roy
Sylvan Lake, Alberta

■ It's da law up there.

Wants Bracelet

☐ I'm currently serving in Korea and am desperately trying to get an address where I can order a POW/MIA I.D. bracelet. My buddies and I want to show our support for a great fuckin' cause.

Cpl. Mark Allen
E-Co 5/20 Inf.
APO San Francisco, CA 96224

Snake Heads

☐ I'd like to add something to Doc Niles' article on snake bites in the July issue. Doc says, "First, kill the snake, if possible," then examine his mouth for fangs.

I'd like to advise any bros who screw around with rattlesnakes not to touch the head, even if it's severed from the rest of the body. The head can still react and strike. It can't strike far, but it can strike. Try it sometime. Put an object in front of the head and watch the venom exit after striking.

Bob Hartner
Clearlake Oaks, Calif.

Tech Tip

☐ I wanna share a tech tip on getting grease and grime off chrome. It's kerosene! Kerosene along with a rag and paintbrush (for hard-to-reach places) takes road grime off like magic! It also leaves a thin, invisible film of oil to protect against corrosion. Just try not to get any on the tires.

The Midnight Rambler
Freeport, N.Y.

Low-Buck Modification

☐ I just wanted to drop a line and plug the greatest low-buck modification I've come across: the Thunderjet as advertised by Jere's Cyclecraft, Zipper's Cycle and others. I put one on my stock '86 Softail and the thing feels more like a serious cam than a minor carb modification. I mean this thing is fucking great! It's easy to install, simple to jet, and will hit you where you live—in the midrange—like a locomotive.

The Thunderjet itself is nothing to install, but the stock Evo air cleaner will not fit around it. The Screaming Eagle air cleaner will, although the mounting bracket will take a little widgeting. I'm sure those are the only problems anyone with a stocker or near-stocker is likely to encounter.

Try this product! From one rider to another, you will not be disappointed. It retails at $49.95. Call Jere's Cyclecraft at (404) 253-3686 or Zipper's Cycle at (301) 792-8248.

Tom Johnson
Boynton Beach, Fla.

Patriotism

☐ Whether they liked it or not, the nation's capitol saw what patriotism is all about. On May 28, 20,000 motorcycles (30,000 bikers) rode into Washington, D.C. for two reasons: Prisoners of War/Missing in Action and to pay homage to the men and women who gave the supreme sacrifice for the country they love, America.

To everyone who took part in "Operation Rolling Thunder II, POW/MIA," I say God bless you. I'll always

respect you for setting aside the problems of everyday life to ride and speak for those who cannot, the POW/MIAs.

Raymond F. Manzo
High Bridge, N.J.

Wants To Know

☐ I would like to know the first year the (Daytona) Harley-Davidson beer and wine coolers were made. I have '85-'89. I'd also like to know where I might be able to get any I don't have.

R.E. McCoy
328 Paxton Ave.
Glencoe, AL 35905

☐ I've noticed a lot of readers askin' about H-D beer cans. Well, while eatin' breakfast one morn, I noticed the cafe I was eatin' at sells them. They have '84, '85, and '86s. All for $5 each (per can). The cafe is "The Waffle Iron" on Bear Valley Road in Apple Valley, California. Don't blink while you're ridin' or you'll miss it. It's on the corner of Bear Valley and Central.

Loner of Lucerne Valley
Lucerne Valley, Calif.

Any Sober Clubs?

☐ Are there any sober bike clubs in the area of DuPage County in Illinois? I've been riding America's finest for several years and have been sober for two years.

Steve Sauck
101 So. Wisconsin
Addison, IL 60101

Proud Owner

☐ Let's see a "proud owner" of a riceburner pull off this one. I bought a new FLHS in 1980. Granted, I spent some bucks changing things: seat, bars, taillight, air cleaner, chrome here and there. I made a few pieces too: home-made oil cooler (junkyard power steering cooler) and a few minor things here and there. The only breakdown I had was my own fault. I burned out the regulator jumping a dead battery over and over (until I finally bought one). But the point is, I rode it for nine years and then sold it for what I paid for it! Let's see ya do that with any piece of rice tin!

Kook
Narragansett, R.I.

Wants Wings

☐ Where are my wings? Back in late '80 and early '81, I was a sonar tech on the U.S.S. G.P. Lipscomb, a submarine stationed out of Groton and then out of Norfolk, Virginia, when it went to the yards. I had always wanted a Harley—a couple of bros on the sub had bikes. One of them (I forget) his name, it's been so long) told me that when I got my first Harley, he had a set of wings for me.

A year ago I picked up a basket case and built it in my living room. Two weeks later, I was on the road on my Sporty.

If anyone from the Lipscomb is looking through this rag, drop me a line—but the guy I'm looking for knows who he is. He was a nuke.

Dan Reible
Mattoon Journal Gazette
100 Broadway Ave.
Mattoon, IL 61938

Triumph Info?

☐ I'd like to know the year the first Triumph was built and the last year any Triumphs were made. Anyone know?

J. Fitzgerald
Allen, Tex.

Thanks

☐ I want to thank everyone who wrote me (I'm the girl who was looking for my father in the June '89 issue). I received so many letters that it was impossible to answer all of them. A few letters really seemed to be of help, so maybe I'll be able to find out what happened to him. If I find him, I'll let you all know.

Cathlyn Anne Cox
West Germany

Good News

☐ I have good news for our downed brothers. There is a nonprofit organization in San Jose, California that fights for their rights and aids them in getting released. Too many times convicts are subjected to discriminating practices because of their pasts. Project Effect is not only aiding convicts by helping with parole plans and many other services after their release, but they are also educating the public about ex-cons. Most people have no idea that most convicts have served time for reasons other than what they cover on the evening news.

If you need help or are willing to help a brother, you can write to Project Effect, 2066 Walsh Rd., Suite C, Santa Clara, CA 95050. (408) 492-1708.

Ice
San Pedro, Calif.

Employee Notice

☐ Got the following notice with my paycheck and thought you might be interested in it. I've worked for these people going on seven years. Been riding the same Sporty the whole time; never had an accident. It really pisses me off because I feel that I'm being singled out and discriminated against. To the best of my knowledge I am the only biker employed by the company. I don't own a car and log 20,000 plus miles each year. They're telling me that if some clown wraps his car around a pole coming home from the bar on Saturday night, it's no problem. But if I'm out on a nice relaxing putt and get drilled by some blue-haired, raisin-face grandma in her '66 Buick, I'm not covered. Anyway, would be interested to find out if they can legally do this and if not, what can I do about it?

Anonymous
Florida

There are certain general limitations on your insurance policy with Anthony Distributors, Inc. and Anthony Distributing Company, Inc. that you need to be aware of. NO benefits will be payable

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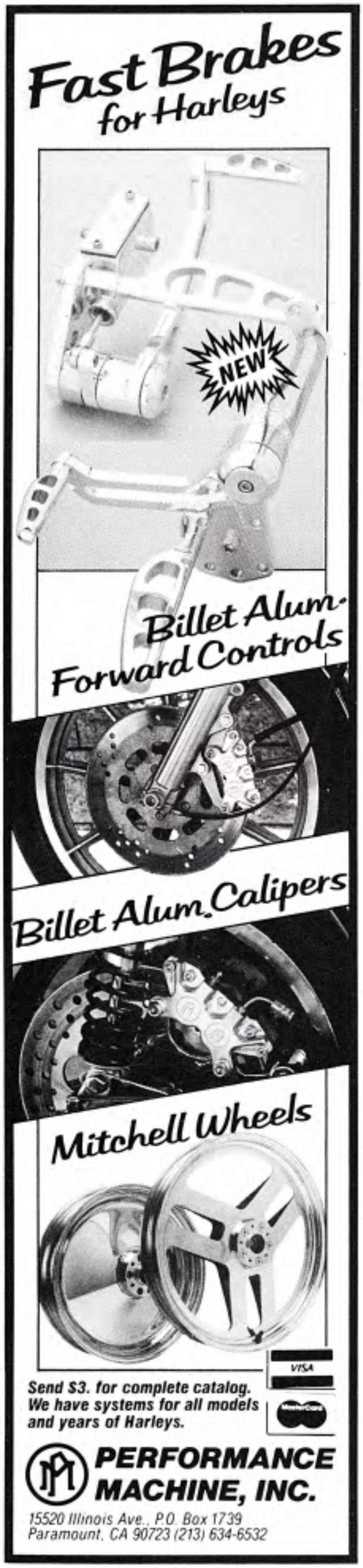

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Any expense incurred by an occupant of a self-propelled motor vehicle with less than four (4) wheels, which is required to be registered and licensed under Florida Law, while operating said vehicle for purpose other than commuting directly to and from his normal place of employment, will not be eligible for reimbursement under this plan.

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—Anthony (beer)
Distributors
Tampa, Fla.

Happy Again

☐ I like pussy just as much as any man alive. But I stopped reading your mag about six months ago, because it was getting just like any other adult book on the shelf. Then I picked up the July '89 issue, and it reminded me of the old *Easyriders*! Scooters and fine women go together, and you put the two together just right.

Cannibal
Salt Lake City, Utah

Wants Info

☐ What brand and model is the magneto on Alan Zacharias' red '47 knuck in the November 1988 issue of *Easyriders*?

Anyone writing me with the correct information gets a king-size Swiss chocolate for their effort.

Daniel Pignet
Florastr. 25
8610 Uster
Switzerland

3-D Viewing

☐ What your readers need is a 3-D viewing device and 3-D slides of chicks who have their tits out at biker events. Think of the vast panoramas of parked bikes and milling people that come to vivid life in 3-D. Are you thinking of it? Okay, now try to imagine yourself trying to buy a viewing disc like this from View-Master. It's hard to imagine, isn't it? That's because View-Master would never sell pictures like this. From View-Master you only get 1950's families looking at Old Faithful and the Smurfs eating porridge.

Imagine the depth of field. Imagine the reality. Imagine the chicks' 3-D tits. Imagine your boner. But you won't have to imagine your own boner any longer because, ha ha, it will actually be longer when looking at 3-D tits and biker events. Talk about leg-wettin'. Hey, you'll be gettin' wall-wettin' and ceilin'-wettin' thrills from this one.

Make this bodaciously excellent idea your own and travel far up the corporate ladder. Just send me my free supply of slides.

J.J. Solari
Burbank, Calif.

Hey, Gator!

☐ To Gator in the July '89 issue, better watch your backside, "bro," 'cause every cycle-driving woman in North Dakota's gonna be lookin' for a piece of your sad ass!

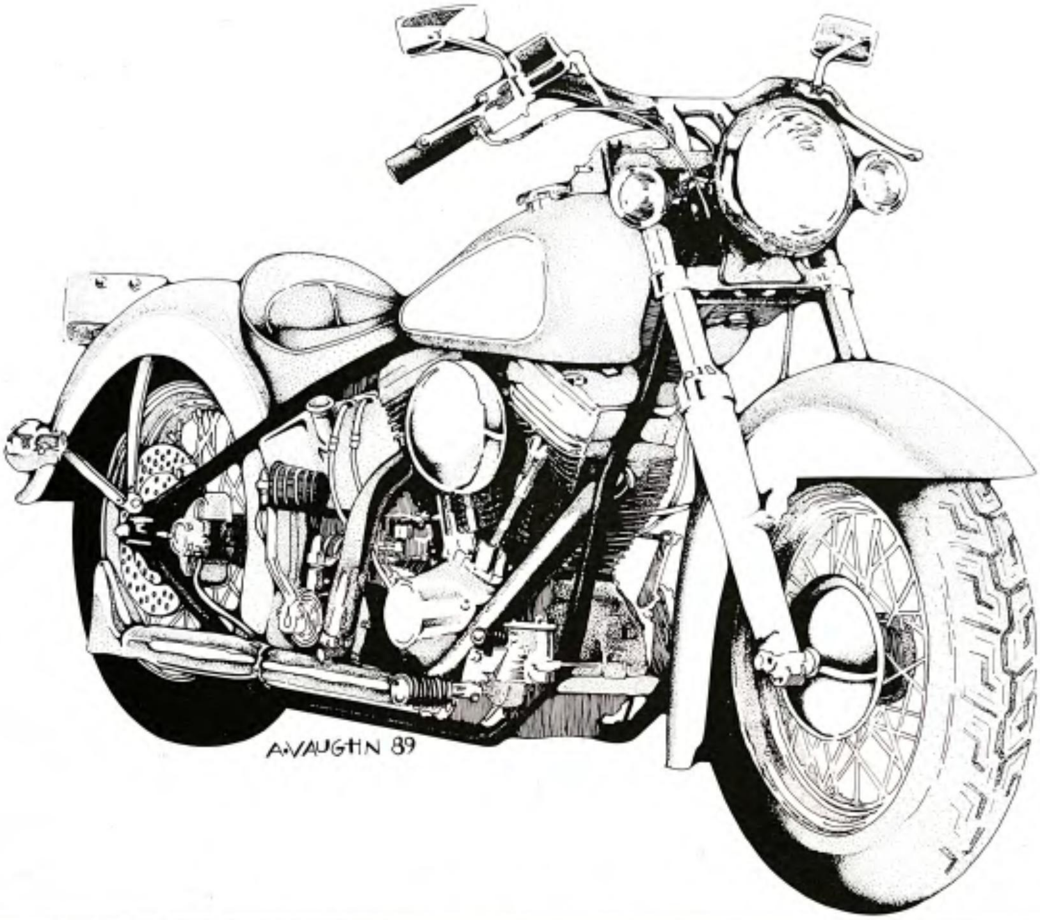
If I were your woman, I'd piss in your potato salad the next time I cooked dinner for you, and if I were your mother, I'd be ashamed to admit I'd given birth to you.

Gonads are not required equipment on a biker, you know! Attitudes like yours make me prouder than ever of women who ride, just 'cause it'll piss you off!

Kim Latas
Spirit Lake, Iowa

Have anything to say? Want to bug the staff about its mistakes? Want to give a well-deserved pat on the—back? Poison pen letters, porno mail, threats of violence, love letters, propositions, and demands for payment may all be sent to the Wordmonger, Box 3000, Agoura Hills, CA 91301. ■

"I didn't mind my ol' lady gettin' her can tattooed but I hate her showing it to everybody."



HARLEY-DAVIDSON USA

FOOTWEAR FROM
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Harley-Davidson® motor clothes have made a tremendous hit in the retail market.
IXSPA 2000 is pleased to introduce the first licensed Harley-Davidson® active footwear line for bikers and "want-to-be" bikers.
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Sportster®

Outsole design of Sportster® & Heritage®

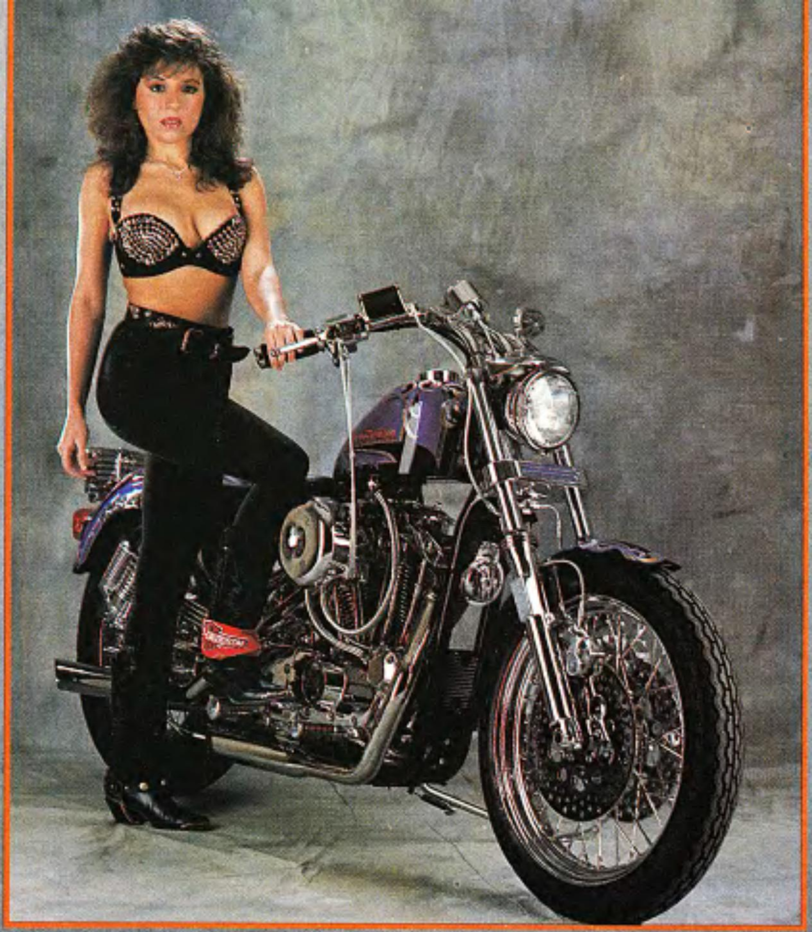
Heritage®

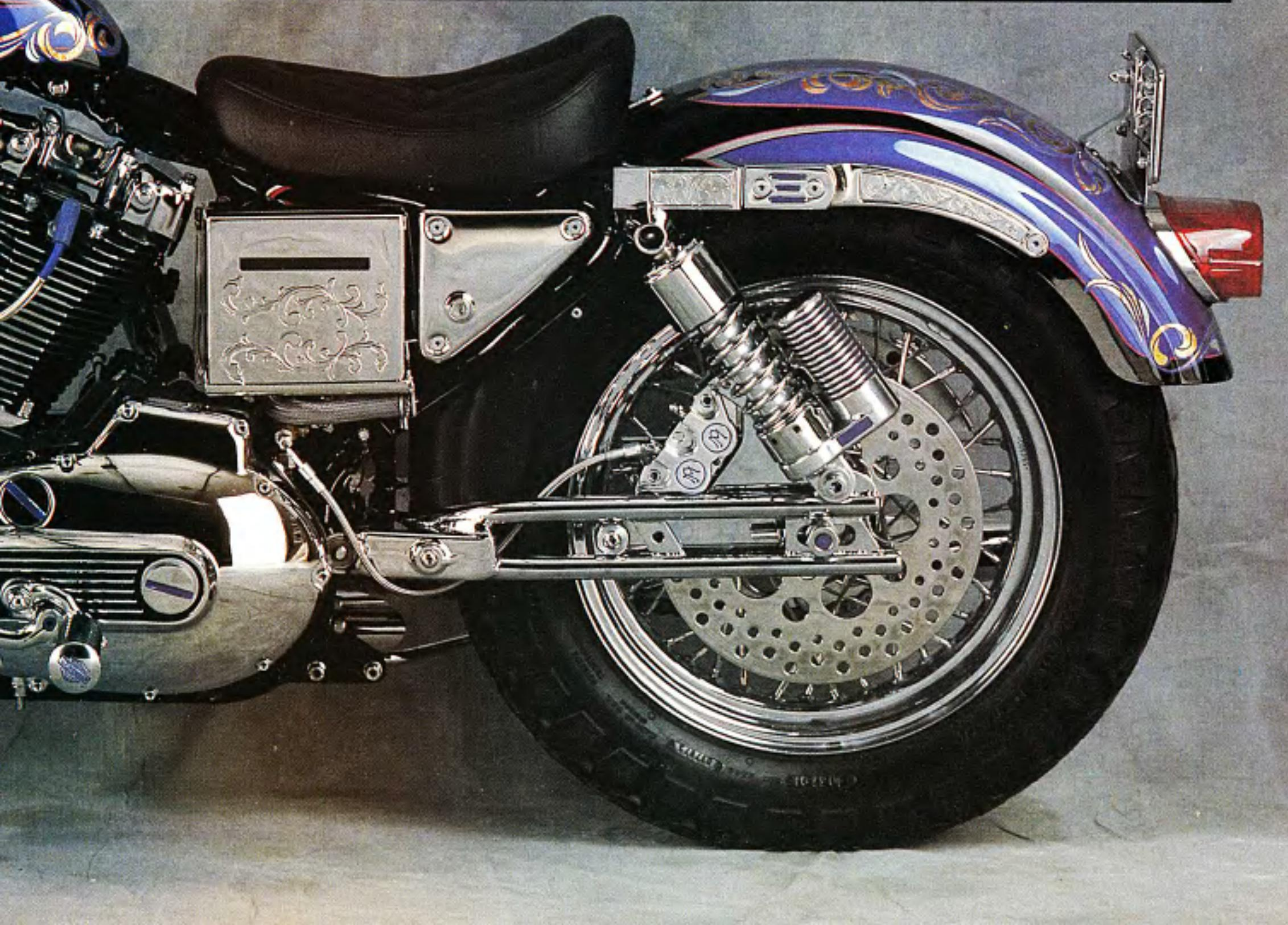
DISTINCTIVE MEANING

It's the small stuff that counts

The old adage still applies to many bike builders today. That small, detailed part a rider picks up in a faraway place means more to the construction of a new ride than many of the standard chromium parts available in catalogs. The piece that took six months to conceive, plan and engineer, carries a lot more weight than a purchased part off the showroom floor.

Phil, the owner of this flashy Sporty, that took Best of Show in the 40th annual Oakland Roadster Show, in the conservative custom class, put 23 months into the thought and construction of this ride (six months into the paint job alone). He was adeptly assisted in his endeavor by Bay Area artisans,





Dennis Dardanelli and Bob Vance.

But first some cohesive background on the gent who plunked a sizable investment into a stock 1985 1000 cc Sporty. Phil's been riding since 1954, 14 years after the 1940 year of the dragon (the significance applies). He began his puttin' career on a Cushman Eagle, then graduated to a mid-sized 1942 Indian in celebration of his 16th year.

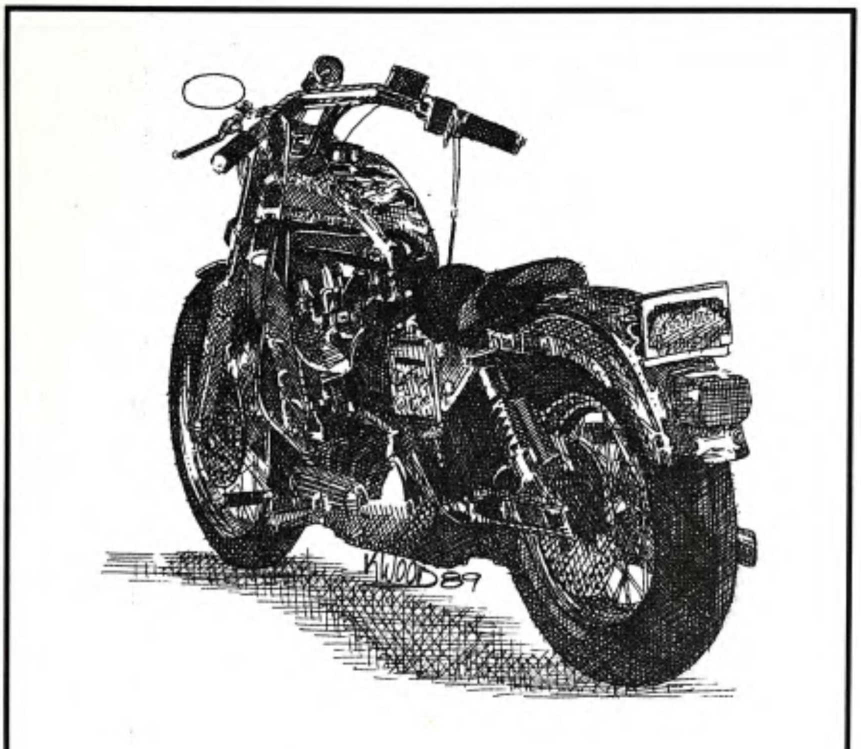
His love for chasing and dating girls took him away from motorcycling for a while, at least until he graduated from Villanova University in Pennsylvania. With a degree in advanced material science tucked in his Levis, he tackled his first job—in upstate New York—and a new 1966 Sporty. He rode 'em both until he took his first major spill.

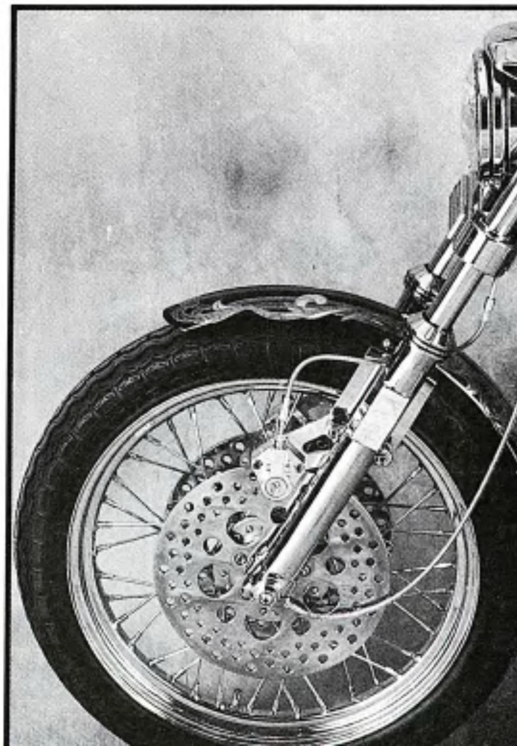
Upstate Neeeew Yooork ain't exactly known for its gracious climate, and winters can be brisk and wet. Well, while rounding off a year of riding daily during a bleak (as a Cape Horn sea squall) snow storm, he headed home—balancing that V-Twin against the glassy pavement, the leather-ripping wind, and the direction he intended to be headin' in. He wasn't far from home when he attempted, through rain-soaked glasses on the outside and steam-lined lenses on the inside, to guide the scooter to the off-ramp and onto the slower, slimier suburban streets below.

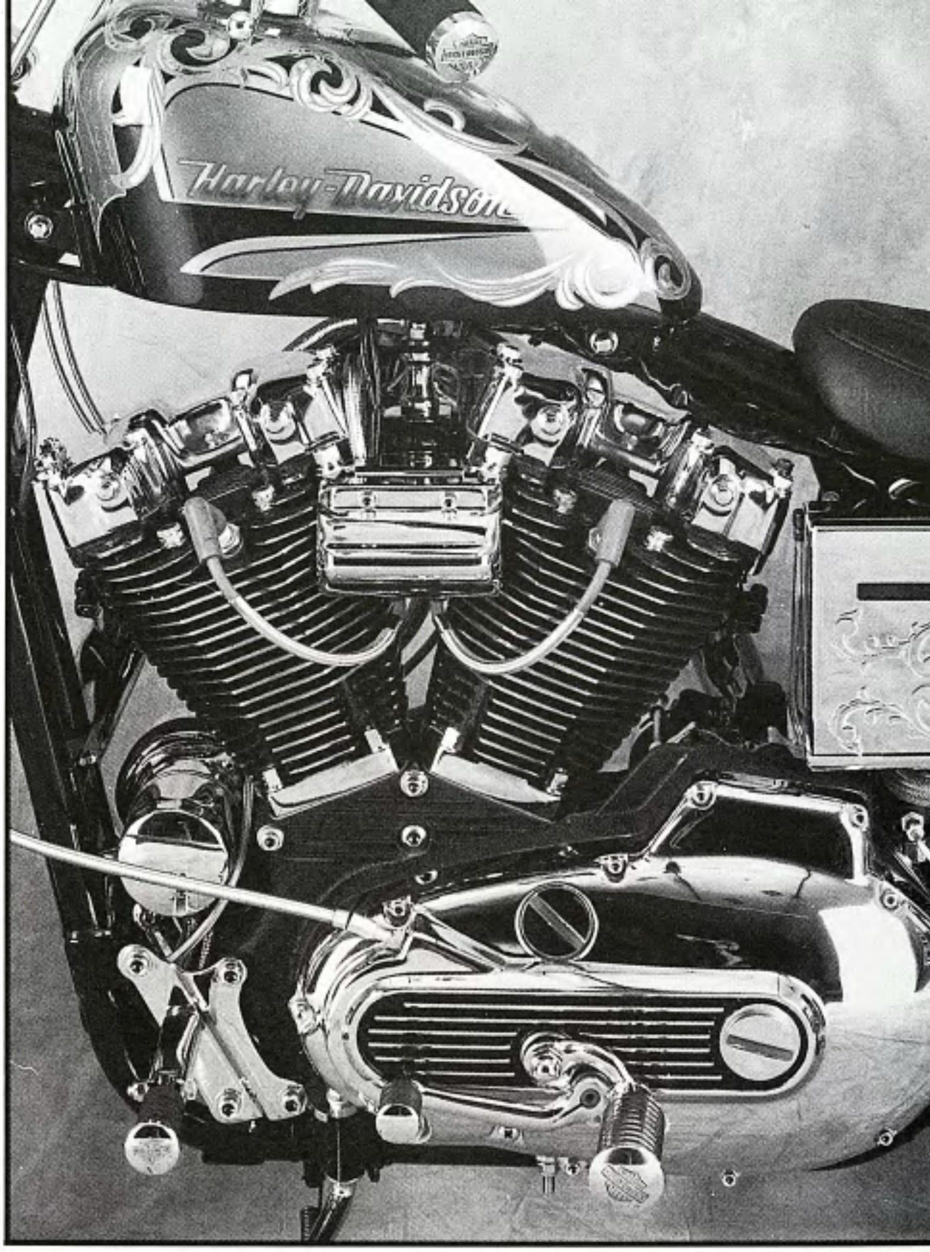
In the middle of the shaky turn he hit a patch of snow and ice, and the

Owner: Phil Yin	**City:** San Jose, California	
General	**Frame**	
Fabrication by: Bob Vance	Year: 1985	
Year and make: 1985 Sportster	Builder: H-D/Bob Vance	
Model: XLH	Type: dual rail swingarm	
Value: too much	Rake: stock	
Assembly by: Bob Vance	Stretch: none	
Time: too long	Other alterations: chrome swingarm	
Chroming by: Brown's	**Accessories**	
Engine	Bars: Ness fatbob drag	
Year: 1985	Risers: built-in	
Model: XLH	Fender(s): stock	
Rebuilder: Bob Vance	Headlight: chromed	
Ignition: stock	Taillight: stock	
Displacement: 1000cc	Speedo: VDO	
Lower end: stock	Front pegs: Screamin' Eagle	
Balancing: H-D	Rear pegs: none	
Pistons: factory	Electrics: 12-volt	
Cases: H-D	Gas tank: modified stock/flat bottom	
Heads: hexed and plated	Oil tank: H-D/chromed	
Cam: Andrews V9	Oil system: stock/all stainless braided	
Lifters: H-D	Primary cover: chromed	
Carb(s): S&S super polished	Seat: Danny Gray	
Air cleaner: S&S engraved	Sissybar: none	
Pipes: Cycle Shack	Height: n/a	
Muffler(s): stainless	Material: n/a	
Transmission	**Forks**	
Modifications: Andrews	Type: H-D	
Year: 1985	Extension: 2 inches under	
Shifting: left	Builder: Bob Vance	
Engine sprocket: stock	Special features: triple tree cover by Darrel Hayes	
Trans sprocket: 22-tooth	**Wheels**	
Wheel sprocket: 51-tooth	**Front**	**Rear**
Painting	Size: 19-inch	Size: 16-inch
Molding: Dennis Dardanelli	Hub: H-D	Hub: H-D
Painter: Dennis Dardanelli	Rim width: WM3	Rim width: WM4
Color: Shimrin blue/black	Tire: Dunlop	Tire: Dunlop
Type: Imron	Brake: PM dual disc	Brake: PM disc
Special paint: gold and silver leaf/artistry by Dennis Dardanelli		
Other special modifications: Show and reservoir type modified shocks (plated and polished). Custom chain guard, speedo mount, and oil pressure gauge mount. Special thanks to: Jim Davis, Larry Thomas, and Darrel Hayes.		

Photos by Silvermoon







scooter decided that it was time to go ice skating. Phil did the same, and, in an act worthy of headlining for the Ice Capades, he danced with the twirling Sportster into a snow drift. He survived, but the Sporty was cut from the squad.

Couple of years passed, along with a move to Northern California, and in 1985 Phil had the itch to ride again. He bought himself the XLH stock, with the intent to explore various changes and alter the appearance to his liking. He researched, with Bob Vance, owner of Advanced Motorcycle Services in Hayward, California, various alterations and began to draw up the plans. Twice a week he met with Bob in his shop, where they discussed modifications, design, and development. It took 23 months of trial and error to design and engineer most of the bike. The one and only Jim Davis Swingarm for a Sportster is on this bike.

Phil and artist Dennis Dardanelli took six months to research the celestial dragons in the paint job and engraved in the gas cap. Many solitary parts were hand-fabricated or engineered to give the bike its unique appearance.

That special look and those unique details take time, energy, resources, and lots of talent—from Bob Vance, Danny Gray (who fabricated the seat), Larry Thomas, Jim Davis, Dennis Dardanelli and Darrel Hayes. But the brother can describe with pride every creative, one-up, piece of his scooter, and the skilled people who helped him create 'em.

—Ball

Harley-Davidson Motor Company Announces Addition of PHD Certification to Technician Certification Programs at Motorcycle Mechanics Institute

For six years the Motorcycle Mechanics Institute, with locations in both Phoenix, AZ and Orlando, FL, has been providing dealer update training for the Harley-Davidson Motor Co. In addition the Institute has a program leading to *Factory-Trained Certification* for graduates of the course.

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The Harley-Davidson program is equipped by the factory with complete motorcycles, engines, transmissions, clutches, suspension and electrical components. Graduate placement is provided through Motorcycle Mechanics Institute's Graduate Placement department with the help of the Harley-Davidson Motor Co.

In addition to the Factory Certification Program the Motorcycle Mechanics Institute offers an "Early Model" program which covers restoration, repair, manufacture of parts, and machining skills for all models. Flathead, Knucklehead, Shovelhead, Panhead and Iron Sporsters are covered.

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READER'S RIDE

Al Denigris, Port St. Lucie, Florida
Harley-Davidson WL 45 flathead

Now here's a guy with class. Al figures yer a yuppie biker if ya can't, or don't, work on yer bike yerself. And while he's not anti-Evo, he is definitely pro-flatty. He grew up with Indians and Harleys, doing flat-track racing as a teenager. The newest bike he's ever owned was a 1957 Sporty that he used for puttin' between his native New York and Colorado. Helluva commute, Al.

One day he was sittin' on the terlot (toilet), at his home in Port St. Lucie, spyin' the classifieds, when he came across an ad for this '49er. He almost tripped over his jeans gettin' outta the dumper, and when he got to the address and checked what was offered, well, let's just say he fought hard to contain himself.

An ol' duffer who knew what he had, was findin' himself at a crossroads in life, decidin' between his rollin' stock and whether to keep his vintage cars or classic motorcycle stash. He went with the cage, and Al is forever grateful. But the oldtimer sensed that Al would keep it stock and in good running shape.

Adding to the mystique of the motorcycle, is the fact that 1949 is also Al's birth year. Denigris has been in business for himself for 20 years. He's a mechanic, operating a fully-loaded shop, and specializing in antique restorations. He is amazed at the lack of knowledge about bikes like his. "It's like a UFO," he says adding, "there are more efficient ways of doing everything, but they're not as much fun." Even a Harley dealer he ran into on a run to the Keys couldn't peg it by year or name. That same run found him leaving a few ricegrinders on the side of the road. Where they belong.

—Buster

Year: 1949

Engine: WL 45 cubic inches flathead, rebuilt to stock specs

Transmission: 3-speed, original

Top End: aluminum heads, ported and polished valve parts

Lower End: gone through, balanced and trued by owner

Model: solo 45 flathead

Forks: early stock H-D springer front end

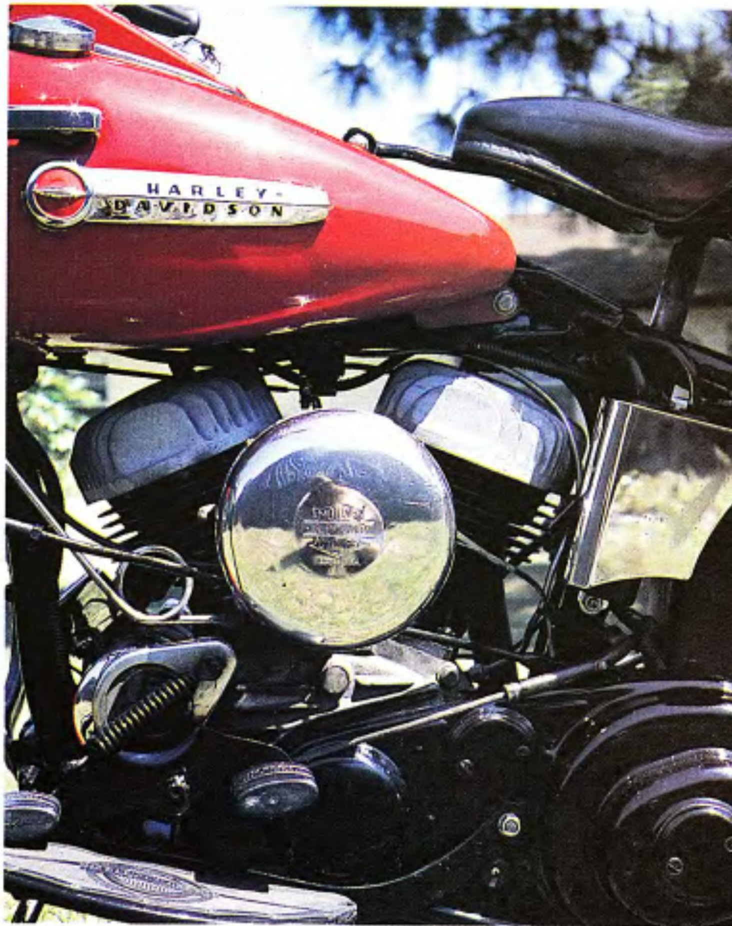
Wheels: front and rear: 18-inch, black spokes

Frame: rigid frame, as was, still is

Finish: Uraglow-Oxny, red and tan paint by owner

Accessories: 34-tooth motor sprocket, modified M88 Linkert carburetor; starts on second kick, 50 miles per gallon

Credits: ridden everyday: "It's never let me down."



Photos by Al and Donna Denigris

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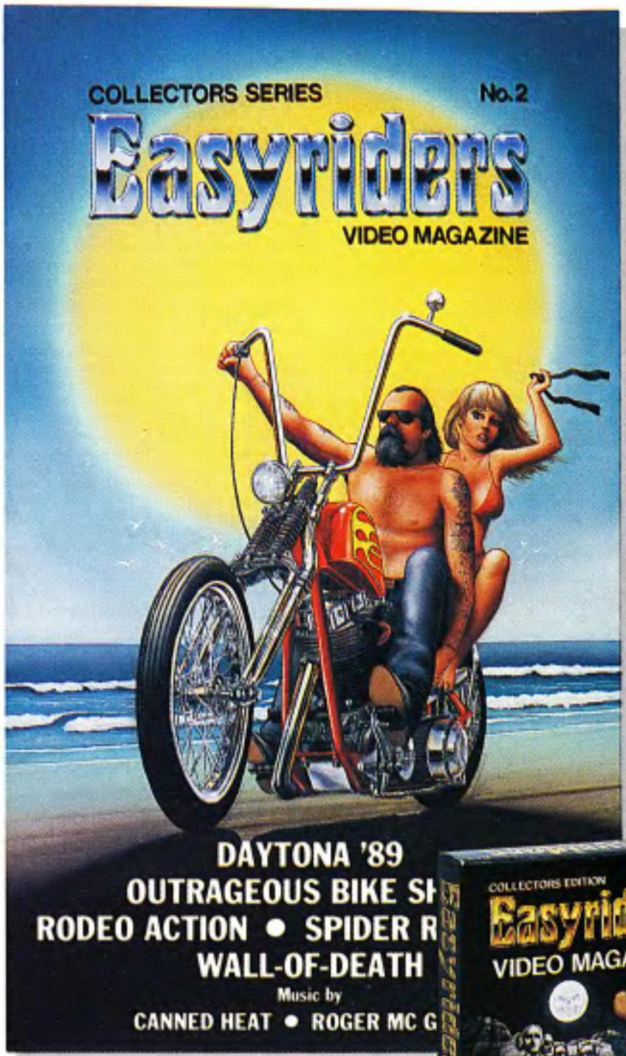

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Not the Flag

WHO SHOULD BURN?

At the 1984 Republican National Convention in Dallas, a small group of radical protestors, led by Gregory Johnson, marched through the Texas streets. They sang, "America, the red, white, and blue. We spit on you," then snatched the flag from outside a bank building and burned it. Johnson was arrested, fined $2,000, and sentenced to a year in prison for breaking Texas law. It's a crime in 48 states to burn or desecrate the flag.

But recently, in a 5-4 decision, the Supreme Court overruled, sayin' that the flag symbolizes our country's First Amendment belief in free speech and debate. Their decision was based on the premise that our right to freedom of expression should be protected, even in the case of "offensive" political convictions.

Well, here's some reactions and opinions—then give us yours . . .

YEA

"The way to preserve the flag's special role is not to punish those who feel differently about these matters. It is to persuade them that they are wrong," wrote Justice William J. Brennan Jr. for the five justices in the majority.

Charles Fried, former solicitor general (Justice Department) in the Reagan administration, called the Supreme Court decision "wonderful" on CBS' "Face The Nation." "When I think of what's happened in Red China and what happens in Iran, I'm glad we've got no doctrine of civil blasphemy . . . It makes me prouder of the flag, rather than the opposite."

Rep. Ted Weiss (D-NY): "What makes America such a great democracy is that we do not silence the political expression, even of those with whose view we most fundamentally disagree . . . We have nothing to fear from the flag burners. We have a great deal to fear from those who have lost faith in the Constitution."

NAY

Recently, in an unprecedented decision, the Supreme Court stamped its approval on burning the American flag—they've got to be kidding.

And this just after 30,000 brothers and sisters rode to Washington, D.C. to honor the 211,438 Americans who gave their lives in the Vietnam conflict—in the name of this country and the flag. There are brothers still over there, and we, as a country, should be committed to honoring them, and all those who fought and came home.

Hey, if burning the flag is cool, in the name of freedom of expression and the First Amendment, then kickin' your dog must be all right—if you're pissed. Or how about shooting good ol' mom, just cause you need to express yerself?

I was brought up to believe that it was wrong to let the flag touch the pavement, and Dukakis said it was unconstitutional to require school children to say the Pledge Of Allegiance every day. What's happening to this country? —Bandit

Chief Justice William H. Rehnquist, who opposed the decision, said that he couldn't understand how a government that justifies ordering soldiers to "fight and perhaps die for the flag," won't penalize dissenters for "the public burning of the banner under which they fight."

YOUR TURN

So, you've heard some different points of view, now whatta you think of this slimeball's behavior and the Supreme Court's decision? We'd like to know which direction you'd vote.

Take a minute, it only costs 89 cents per, and let us know whether you're pro or con on the Supreme Court's big "D."

In a couple of issue's we'll compile the comments and let you know how the brothers and sisters of the land felt. And, if for some reason you can't get through, write Supreme "D" c/o Easyriders Magazine, P.O. Box 3000, Agoura Hills, CA 91301.

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Medical Problems __________
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Easynews

"If it's of interest to bikers, we'll print it."

Connecticut State Senator Prefers Training Over Helmets

Connecticut State Senator Gary A. Hale recently voted "no" to a mandatory helmet law in his state when the issue was brought before the state senate. Hale's primary concern is safety, and he offered his reasons why he believes helmets "do not make a significant difference in terms of safety" for motorcyclists:

According to the National Highway Traffic Safety Administration (N.H.T.S.A.) the major factors contributing to motorcycle accidents are:

1. Lack of experience and proper training among novice motorcyclists — riders between the ages of 16 and 24 are significantly over-represented in accidents; riders between 30 and 50 are under-represented.

2. Incorrect or lack of evasive action taken by motorcyclists involved in accidents.

3. Lack of motorist awareness of motorcycles — approximately 3/4 of motorcycle accidents involved collision with another vehicle, usually an automobile, and in 2/3 of these accidents the driver of the automobile violated the motorcycle's right of way, causing the accident.

4. Disregard of traffic regulations by all drivers.

"The information suggests that poor training, for motorcyclists and automobile drivers, causes the majority of motorcycle accidents. Moreover, helmets can be unsafe because they restrict peripheral vision and reduce hearing; affecting the driver's ability to perceive and protect himself from other drivers or problems."

"Driver safety is my top priority, and evidence suggests that improved motorcycle and automobile training, coupled with more stringent licensing procedures, would be a more effective way to promote motorcycle safety than a mandatory helmet law."

Although the helmet law did pass the Senate, it was referred to the Appropriations Committee by the House and did not win enough committee votes to make it back to the House floor.

–from the *Evening Sentinel*

Helmets Increase Chance Of Fatal Brain Injury

Certain helmets may prevent injuries to the face but increase the chance of fatal brain injury, four Australian researchers are warning us now. This information, from the British medical journal, *The Lancet*, was prompted by the death of a 19-year-old motorcyclist who was killed in Adelaide, Australia when the face bar of his helmet struck a curb after he was thrown off his bike.

Seems the force of the impact was transferred from the face bar to the chin strap, then to the rider's jaw bone and, ultimately, to the base of the skull—which caused a fatal fracture and hemorrhaging.

The team cited one Swedish study of fatal motorcycle accidents that showed 11 of 38 riders who had worn full-face helmets had ring fractures of the skull base. Only six of the 64 riders who had open-face helmets had such fractures.

Another study they cited showed 210 patients who had severe facial fractures from accidents appeared to have avoided fatal brain injury because their facial structures absorbed the energy of impact.

The researchers conclude that if their results are confirmed, "the structural properties of the face bar of full-face helmets will need to be reassessed. A compromise might be necessary between facial protection and energy dissipation, since facial injuries themselves can cause death."

—from F.O.R.R. Inc., of Missouri

NCOM
Battles Chafee's Bill

Several years ago, the National Coalition of Motorcyclists (NCOM) was formed with one purpose in mind—to unite motorcyclists and form one strong voice. Most recently, NCOM has been faced with federal legislation designed to blackmail the states into mandatory adult helmet use. Several members of the NCOM Legislative Task Force flew to Washington, D.C. recently to speak with their senators regarding S-1007, Senator Chafee's "National Highway Fatality and Injury Reduction Act of 1989." After positive meetings with senators (and their staff) of the Environment and Public Works Committee, the Task Force met to discuss what steps to take to defeat this bill.

The following positive responses have been received so far from senators who have been contacted:

"... I'm very reluctant to have the government tell me what I should do to protect myself when it doesn't affect the lives of others," Senator James Jeffords (R-VT), Environment and Public Works Committee.

"Motorists pay user fees to finance needed highway and bridge improvements, and I question penalizing states by withholding apportionments that should be used for construction and repair work," Senator Quentin Burdick (D-ND), Chairman Committee on Environment and Public Works.

"I believe these actions can be mandated appropriately at the state level, rather than through federal legislation," Senator Charles S. Robb (D-VA), Commerce, Science and Transportation Committee.

"...Whether the law should require helmet use is a matter properly decided by state legislatures. Congress should not make that decision and certainly should not blackmail the states into adopting motorcycle helmet laws by threatening to withhold highway funds," Senator Steve Symms (R-ID), Environment and Public Works Committee.

"State legislators throughout the country have demonstrated the ability to address this issue. I believe they continue to be the proper forum for such a debate," Senator Warren B. Rudman (R-NH), Appropriations/Government Affairs Committees.

NCOM, through its Legislative Task Force, will continue to exert all its efforts and expertise on this crucial attack on our freedom to ride.

NCOM Legislative Task Force:
Ron Roloff — Modified Motorcycle Association of California
Jesse McDugald — ABATE of South Carolina
Debbie Lough — ABATE of Maryland
Fred Harrell — Modified Motorcycle Association of Nevada
Mike Warren — ABATE of Ohio
John "Butch" Olson — ABATE of North Dakota
Bob McKay — British Columbia Coalition of Motorcyclists
Dr. Ranald MacKenzie — New York
Sherman Packard — New Hampshire Motorcycle Rights Organization
Charles Umbenhauer — ABATE of Pennsylvania
Leo Petrucci — Rhode Island Motorcycle Association
Butch Harbaugh — Bike P.A.C. of Oregon

Pictured:
(front row - left to right)
Butch Olson, ABATE of ND; Debbie Lough, ABATE of MD; Sherman Packard, NHMRO

(center - left to right)
Wayne Curtain, MRF; Jesse McDugald, ABATE of SC; Mike Warren, ABATE of OH/CMRO

(back row -left to right)
Ron Roloff, MMA of CA; Fred Harrell, MMA of NV

ABATE Of Louisiana Has Best Fundraiser Ever

The Eastbank Chapter of ABATE of La. had its most successful fundraiser yet, with its recent 8th annual Spillway Run. Matter of fact, the president of the Eastbank Chapter, Mark "Mac" McDonald, said there was more money taken in than at any other run in the history of the chapter—all right.

"Our chapter, as well as neighboring chapters, outdid themselves. For the first time we were able to donate $1,000 to the St. Charles Parish Sheriff's Fund," McDonald said factors contributing to the success of the run were the outstanding weather, a record-breaking crowd of close to 2,000, and some finger-licking good jambalaya. Not to forget the entertainment, provided by Matthew's Soundsystem, the Gangsters, and the Rebels, which kept the Spillway rocking all weekend.

"It seems to be getting bigger every year," said McDonald, thanking everyone who participated. "On this particular run we signed on 34 new members as well as gave the best Spillway party ever. We're already looking forward to next year's, which will happen in April."

Photos by John Lewis

Uncle Willy, V.P. of Louisiana ABATE Eastbank Chapter, presents $1,000 donation from Spillway Run to Sheriff of St. Charles, La.

Helmets Cause Head Injuries

In 1957, William "Pete" Snell died from head injuries sustained in an amateur auto race. Cause of death: His helmet.

The use of Velcro on motorcycle helmet chin straps could cause serious head injuries or fatalities in the event of an accident, according to A. Marshall Irving, director of engineering for the Snell Memorial Foundation. Snell is the world leader in the development of standards and guidelines for protective headgear in recreational sports.

In a warning letter to all manufacturers of Snell-certified helmets, Irving notes that Velcro patches can be used to improperly secure chin straps. Because Velcro is easy to fasten, helmet wearers might fail to properly thread the chin strap through the "D" ring closure or buckle. When a helmet is improperly secured, Irving adds, the chin strap can be released by virtually no force at all, offering no protection to the user.

Because it's far easier to use the strap incorrectly, the mere inclusion of a warning or instructions may not be enough to correct this unsafe condition. Notes Irving: "Adding Velcro to a chin strap in this manner violates good engineering practice, since it unnecessarily provides an incorrect and life-threatening mode of use."

Irving stresses that the Snell Foundation will not certify helmets that can be improperly secured using Velcro as the prime fastener. "Helmets with this design found in random testing will be recommended for decertification and/or recall," he warns.

"Snell has an obligation to the helmet-using public to provide exacting standards for head and neck safety, and to monitor compliance," Irving concludes. "We are committed to the obligation and will fulfill it with vigilance."

Based in St. James, New York, the Snell Memorial Foundation was founded in 1957 when an amateur racer, Pete Snell, died of head injuries due to a faulty helmet. It issues voluntary standards for helmets used in motorcycling, auto racing, bicycling, equestrian sports and skiing. Each set of standards is revised approximately every five years. The foundation conducts a random testing program to ensure the continued safety of Snell-certified helmets. Testing laboratories are maintained in St. James, New York, Sacramento, California, and Farnham, England.

Short Strokes

Forbes and Fortunate News

Remember when the only citizens who acknowledged us two-wheel rebels in greasy Levi's were cops? Now, everyone whos anyone rides a custom scooter. Well, here's the latest mover and shaker to add another H-D to his collection. The King of Spain, Juan Carlos, recently received a gift from long-distance rider and publisher, Malcolm Forbes—a 1989 Heritage Softail Custom, which the king placed alongside his 1950 Franco-regime cop bike—also a Harley. The King and his son, Felipe, the Crown Prince, both clocked a bunch of miles on the bike as soon as Forbes turned over the keys....**Montana recently became** the 32nd state to enact a motorcycle rider education law and close behind are two states, Alabama and Texas which have recently introduced programs or legislation—education not legislation....**Orlando, Florida will be the site** of the first International Motorcycle Safety conference, scheduled for Oct. 31— Nov. 3, 1990. It's sponsored by the Institute for Motorcycle Safety, Germany's motorcycle safety organization. For more info, call the Motorcycle Safety Foundation at (714) 727-3227....**At least this group is trying.** Columbia Records recording artists, Warrant, have teamed up with the Motorcycle Safety Foundation in a national Public Service Announcement campaign to spread the word that it's cool to ride safely. The full-length rock video features live concert footage, with their hit, "Down Boys," as the background cut. One glitch though, they promote wearing helmets as being cool and I sorta doubt they're using Harleys....**Two quickies:** First, we did a "Hall O' Fame" recently on Bob Nevola, the founder of The National Handicap Motorcyclist Association (NHMA), and listed the phone number of some laundromat in New York City. The right phone number is (718) 565-1243—hopefully. Second, we said something about Bob fabricatin' parts for his bike. Well, he does and he doesn't, but he's trying to build a network of talented builders who do work on handicap bikers' rides. So, if you do, or know someone that does, give Bob a call—that way he can make the info available to all his members and handicap bikers who call the laundromat for help.

U.S./Canadian Motorcycle Laws	Special License	Helmet Law	Eye Guards	Lights on 24-hours
Alabama	No	Yes	No	No
Alaska	Yes	No[1,12]	Yes	No
Arizona	Yes	No[2]	Yes	No
Arkansas	Yes	Yes[12]	Yes[3]	Yes
California	Yes	No[13]	No	Yes[6]
Colorado	Yes	No	Yes[3]	No
Connecticut	Yes	No	Yes	No
Delaware	Yes	No[5]	Yes[3]	No
Florida	Yes	Yes[12]	Yes	Yes
Georgia	Yes	Yes[12]	Yes	Yes
Hawaii	Yes	No[2-4]	Yes	No
Idaho	No	No[2]	No	No
Illinois	Yes	No	Yes	Yes
Indiana	Yes[2]	No	Yes	Yes
Iowa	Yes	No	No	Yes[6]
Kansas	Yes	No[2]	Yes	Yes
Kentucky	Yes	Yes[12]	Yes[3]	No
Louisiana	Yes	Yes[12]	Yes	No
Maine	Yes	No[2]	No	Yes
Maryland	Yes	No[2]	Yes	No
Massachusetts	Yes	Yes[12]	Yes	No
Michigan	Yes	Yes[12]	Yes[7]	No
Minnesota	Yes	No[2]	Yes	Yes
Mississippi	Yes	Yes[12]	No	No
Missouri	Yes	Yes[12]	No	No
Montana	Yes	No[2]	No	Yes
Nebraska	Yes	Yes[12]	No	No
Nevada	Yes	Yes[12]	Yes	No
New Hampshire	Yes	No[2]	Yes	No
New Jersey	Yes	Yes[4]	Yes	Yes[6]
New Mexico	Yes	No[2-4]	Yes	No
New York	Yes	Yes[4]	Yes	Yes
North Carolina	Yes	Yes[12]	No	Yes
North Dakota	Yes	No[2-4]	No	No
Ohio	Yes	No[10]	Yes[3]	No
Oklahoma	No	No[2]	Yes	No
Oregon	Yes	Yes[12]	No	Yes
Pennsylvania	Yes	Yes[12]	Yes	No
Rhode Island	Yes	No[12]	Yes[3]	No
South Carolina	Yes	No[9]	No	Yes
South Dakota	Yes	No[2]	Yes	No
Tennessee	Yes	Yes[12]	Yes	Yes
Texas	Yes	No[2-4]	No	No
Utah	Yes	No[2]	No	No
Vermont	Yes	Yes	Yes	No
Virginia	Yes	Yes[12]	Yes	No
Washington	Yes	No[2]	Yes	Yes
West Virginia	No	Yes[4]	Yes	Yes
Wisconsin	Yes	No[2]	Yes	Yes
Wyoming	Yes	No[2]	No	Yes
District of Columbia	Yes	Yes	Yes	No
Alberta	Yes	Yes	No	Yes
British Columbia	Yes	Yes	No	Yes
Manitoba	Yes	Yes	No	Yes
New Brunswick	Yes	Yes	No	No
Newfoundland	Yes	Yes	Yes[3]	No
Northwest Territories	Yes	Yes	No	Yes
Nova Scotia	Yes	Yes	No	*
Ontario	Yes	Yes	No	Yes[8]
Prince Edward Island	Yes	Yes	No	Yes
Quebec	Yes	Yes	No	Yes
Saskatchewan	Yes	Yes	Yes[3]	No
Yukon	Yes	Yes	No	No

[1] Under 19. [2] Under 18. [3] Required even if bike has windscreen. [4] Helmet must be reflectorized. [5] Possession only. [6] Lights on if bike was made after 1977. [7] Required for speeds above 35 mph. [8] 1970 or newer bikes. [9] If over 21. [10] Except drivers under 17 and passengers. [11] Certain cities may require lights. [12] Passengers must wear helmets. [13] Under 15½ must wear helmet *Lights must be on 24 hours if equipped with auto-on wiring by factory. **Chart is accurate as we go to press — but laws change constantly. Send info on new laws in your area to Easynews, Box 3000, Agoura Hills, CA 91301.**

Bikers' Bulletin Board

If you would like your business included in the "Biker's Bulletin Board," seen by more than 2,500,000 readers every month, call (818) 889-8740.

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Full Blast Engineering, 3204 S. Walts, Sioux Falls, SD 57105. (605) 332-2659.

Kokesh Motorcycle Accessories, 6525 University Ave., NE, Minneapolis, MN 55432. (612) 571-3772.

MDO Modern Cycle, 15879 Redland Rd., Rockville, MD 20855. (301) 948-1704.

Calles Chopperdelar, 340 36 Moheda, Sweden 0472-771 31.

McNasty Motors, 11411 Cedar Ave., Bloomington, CA 92316. (714) 877-0154.

Earl's Cycle, 220 S. Columbia St., Gastonia, NC 28054. (704) 861-1226.

Harley-Davidson of Dallas, 3914 S. Shiloh Rd., Garland, TX 75041. (214) 864-4647.

Primo Belt Drives, Inc., 6416 S. Western Ave., Whittier, CA 90606. (213) 692-8944. Catalog $2 (refundable).

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Heidi

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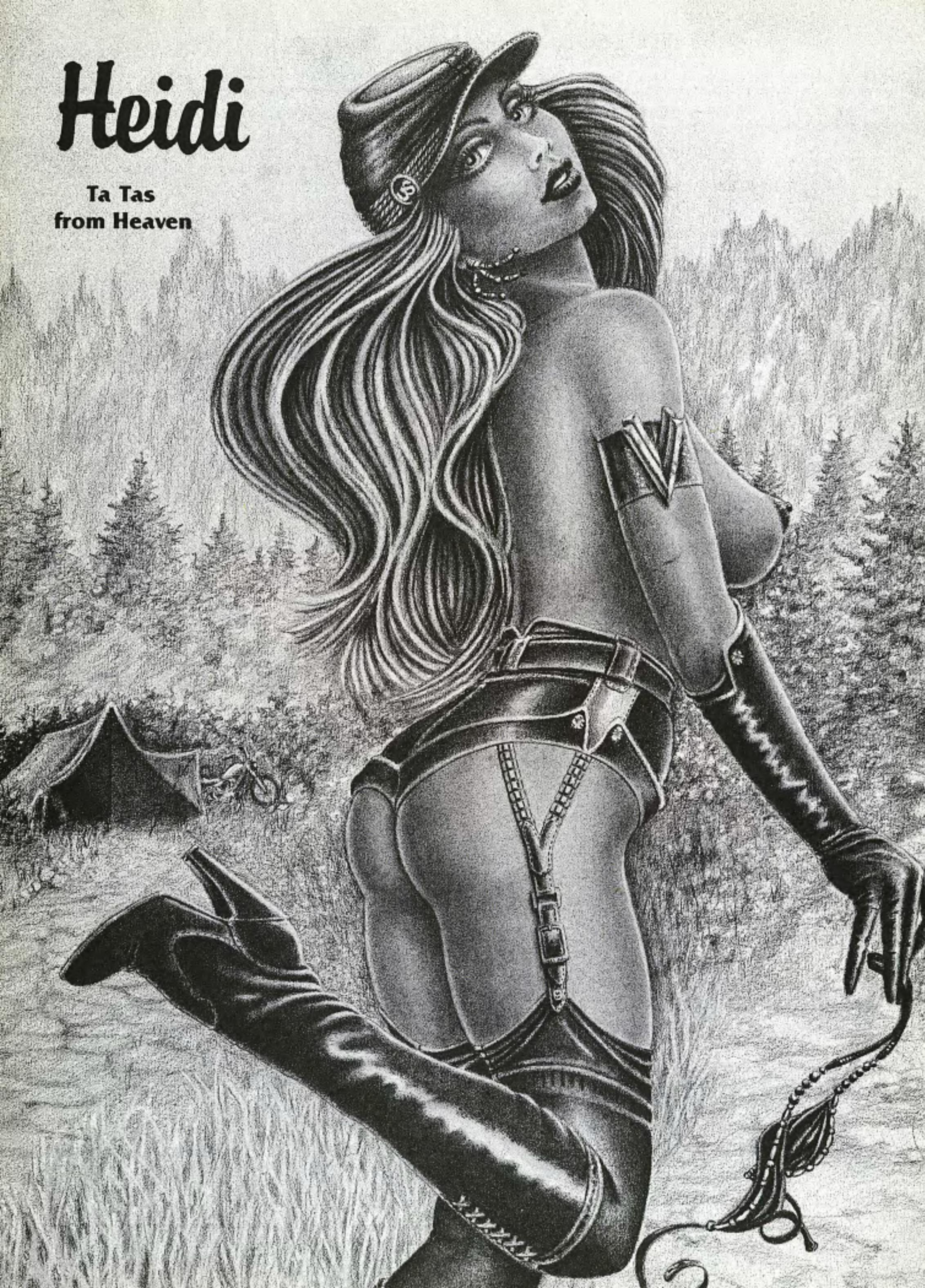

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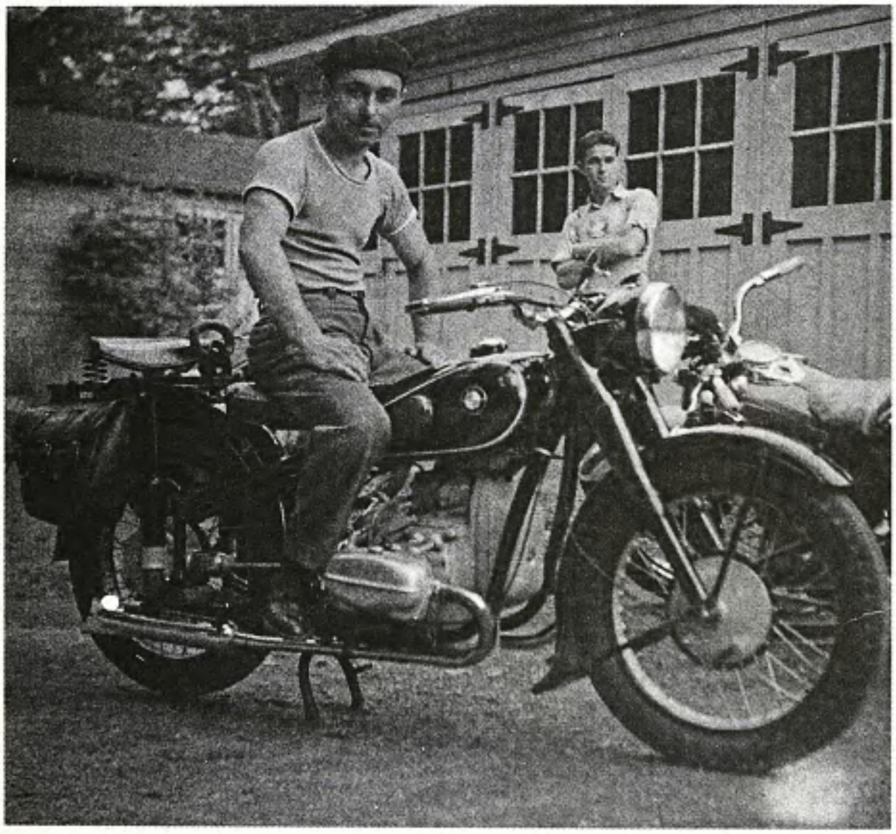

Toby Rosner
Los Angeles, California

Now here's a bro whose biking years alone outnumber many a lifetime. During his 58 years in the saddle, Toby has garnered enough experience to refute any claim those helmet pushers may come up with. So Toby puts all that knowledge and expertise to work: He fights helmet laws fervently, leaving no oil can unturned in his quest to punch home his opinion. He has argued his point with helmet proponents all the way from David Horowitz to the California state senate, when AB-36 was on the ballots last year.

This year is no different. As California's helmet bill, AB-8, is waiting to be voted on, Toby is busy jamming up and down the state, lobbying for the bill's demise. Just recently, he rode from his home in L.A. to Sacramento, to voice his opinion in front of the Senate Transportation Committee. He has also sent out 120 letters against AB-8 to the 40 state senators and 80 assembly members.

Whatever it takes to defeat this bill and others, Toby is ready. At the age of 74, he still rides every chance he gets. Short hops around Malibu's Rock Store keep him up and alive, and he plans on ridin' for many more years—without a helmet.

—Sauerkraut

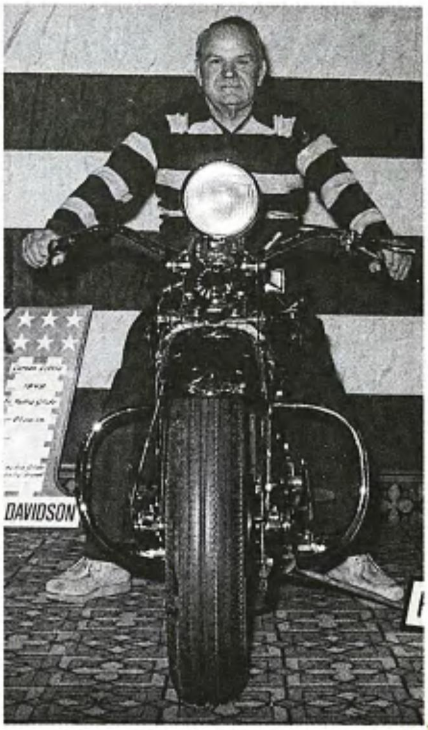

Photo by Kim Peterson

Carson Little
Lynchburg, Virginia

Almost 51 years ago, on December 23, 1938, Carson Little and a friend left Thomasville, North Carolina on Little's 1938 knucklehead EL, and headed for California. They drove through the rain and the cold for eight days, just to watch the Rose Bowl game. They returned to Thomasville right afterward.

Little did Little know that 25 years later, to the day, he would be taking the same trip. This time he took along his son, J.C. During that trip in 1963, he saw Disneyland for the first time, and also his first Honda—"These things will never sell," was his immediate reaction.

In 1948 he had sold his knucklehead—originally bought for $557—but 10 years later, he decided to buy her back. He wanted to make the trip to Pasadena again, on the same bike. After tracing her, with the help of the DMV, through 13 owners, he paid $65 for her, and vowed never to sell her again. Since 1963, he has taken the trek every five years on the original bike, which culminated last year in his 50th anniversary trip to the 1989 Rose Bowl. Same man, same bike, same trip.

It takes a lot of determination to repeat this 3,000-mile trek every five years, over so many decades. But 1994 will be here, probably sooner than we'd like it to, and Carson will be on the road to fruit 'n' nutsville once again.

Kenn "Pacman" Dillon
New Almaden, California

Last year's successful kill of California's proposed helmet bill, AB-36, was largely due to the informatory skills of Kenn "Pacman" Dillon, who lobbied against the bill tirelessly and ceaselessly, organizing petition drives, distributing flyers, and meeting with various legislators.

Dillon is also the founder of the Political Action Committee for Motorcycle Awareness Now (PACMAN), a nonprofit, nonpartisan organization dedicated to preserving the rights of motorcyclists and promoting motorcycle safety. His personal efforts against AB-36 were the beginning of PACMAN—which was a result of the frustration Kenn felt when he encountered a competitive attitude, rather than a spirit of cooperation, among the various motorcyclists' rights groups. They were, after all, fighting for the same goal—freedom of choice.

He saw the need for a group that would concentrate on the political issues facing us today, and get the various groups together. PACMAN fulfilled this need.

Dillon has been riding for 24 years, and for nine years he has been actively involved with motorcyclists groups like the AMA, MMA, SRRA, ABATE, and BADL.

He has a toll-free number (1-800-257-4900) for those wishing to send a message concerning AB-8 to their congressmen. He plans on keeping this hot line open until AB-8 is voted on, after which he will change it to accommodate his efforts on a national level. ■

Both collector's editions of them "Scooter Gypsies" you've been seein' in Easyriders each month are now available. We've rounded up all 24 of those cuties into two separate collections of 12 art prints each. Every 11" x 14" print is suitable for framing. Each collection is $20, plus $4 postage and handling. Please be certain to specify either "Scooter Gypsies 1 or 2."

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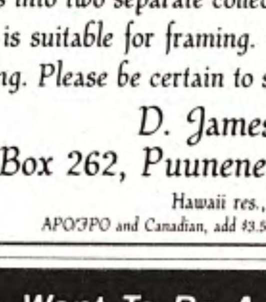

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Passin' Gas

Face it — everybody can use a good laugh now and then. That ain't to say yer gonna find one on these pages, but whatdafuck, we hadda fill the space somehow, and yer at least bound to run into a gut-grabbin' groaner or two — and they're almost as good. Think ya can do better? Prove it. Whip out yer best stuff (not yer meat!) and slip it to us. We'll pay $25 in hard, American cash for every knee-slappin' newie or moldy oldie that we print. Sorry, but contributions can be neither acknowledged nor returned. Send yer smilers to Jokes, c/o *Easyriders*, Box 3000, Agoura Hills, CA 91301.

"Admit it, George—you're bored with me, aren't you?"

"Okay, okay! Yer fuckin' pussy is *still* tight!"

The horny bro took his new squeeze to the company horseshoe tournament. After repeatedly gettin' an eyeful of the hardbelly's firm ass every time she bent over to pick up the shoes, the bro finally lost all control and jammed his hand down the front of her shorts, in full view of everyone around them.

"Ain't ya got no manners?" she protested loudly. "I done toldya a thousand times before—it's tits first!"

—Al Troxler
Greensboro, N.C.

Mad Mike came through the door one night and told his ol' lady, "Pack yer bags, bitch, and make it quick—I just lost yer ass in a poker game."

"How could ya do such a thing?" she wailed.

"Wasn't easy," Mad Mike said. "I had to fold with four aces."

—Greg LeMay
Oshkosh, Wis.

Admonished by his local clergyman, the young man promised to put an end to his habit of jacking off morning, noon, and night.

"Save it for when you get married, lad," the padre advised.

Two weeks later, the clergyman happened across the young man and asked how he was doing on his promise.

"Well, Father," the youth announced proudly, "so far I've saved about a quart-and-a-half."

—Wreckin' Pete
Finland

Where do female pilots sit in the aircraft?
The cuntpit.

—Chuck Banks
Somewhere

Why do crabs have circles under their eyes?
From sleeping in snatches.

—Chris Willhite
Ione, Calif.

When the elderly farmer started suffering from recurring episodes of limpdick, he went to his doctor and asked for help. The doc checked him over thoroughly, then gave him a small container of pills, with stern instructions to not take more than one a week.

When he got back to the farm, the farmer decided to try the medication out on his stud horse first. The horse swallowed one of the pills, broke out of his stall, kicked down a side of the barn, and went galloping across the field, bucking and whinnying crazily.

Shit almighty, these pills are too fuckin' strong for me, thought the farmer—so he poured the rest down the well shaft.

Later, when the doc happened by to ask him how the pills were working, the farmer told the sawbones about his horse's reaction and about how he'd dumped the medication down the well.

Alarmed, the doctor exclaimed, "My gosh, you haven't drunk any of the water, have you?"

"Nope," replied the farmer. "Can't get the damned pump handle down."

—Phantom
Tenn. Colony, Tex.

Word has it that the U.S. Treasury Department is offering a new savings certificate this month. It's called the Quayle Bond—it has no interest and no maturity.

—The Face
Amissville, Va.

"Very good, Mr. Beemish, very, very good . . . once more, please."

Didja hear about the bro with six ol' ladies?
Five of 'em had it pretty soft.

—Lee
Downed in Dallas

The elderly couple sat through the porn flick twice, not getting up to leave until the theater was closing for the night.

"You folks must've really enjoyed the show," the usher commented as they made their way up the aisle.

"It was revolting," snapped the old woman.

"Disgusting," added her husband.

Puzzled, the usher asked, "Why'd you sit through it twice, then?"

"We had to wait until you turned up the house lights," explained the old woman. "We couldn't find my underpants in the dark, and his teeth were in them."

—James Wheway
Somers, Conn.

What does your ol' lady and a racehorse have in common?

Sooner or later they'll both turn into old nags.

—Big John
Parryville, Pa.

Having rented an apartment to a beautiful young blonde, the landlord promptly appeared on the first of the month and rang the doorbell.

"Who is it?" she hailed from inside.

"The landlord!" he called out. "I'm here to collect the rent."

"Oh. Could you come back in an hour with the plumber?" came the breathless reply. "I'm still paying the gas and electric bills."

—Ox
America

"How was your first day without cigarettes, dear?"

When Doug returned home after a two-year hitch overseas, he was furious to discover that his ol' lady had given birth to a new baby during his absence.

Determined to learn the father's identity, he confronted her and demanded, "Was it my friend Allen?"

"No," replied his weeping ol' lady.

"Was it my friend Steve?"

"No," came the tearful reply again.

"Well, which of my so-called friends was it, then?" he shouted.

"Jeez, honey," she sniveled, "don't you think I have any friends of my own?"

—Ruben Sanchez
Tehachapi, Calif.

A bro who served in Vietnam swears he saw the following taped to a buddy's helmet: *Do Not Puncture—Contents Under Pressure.*

—Hern Albright
Indy

"I still say the violins are more romantic."

A hillbilly and his son went to the big city and stared, fascinated, as the elevator opened and closed in the lobby of the hotel. As they stood there watching, a very fat lady stepped in and went up. A minute later, the doors opened again and a pretty, trim young secretary walked out.

As the secretary strode briskly away, the hillbilly pulled his son aside and told him, "Boy, you git right on home and fetch Ma."

—Lobo
Cheeseland

Definition of *masturbation:* a self-service elevator.

—Larry
America

How many Texas Aggies does it take to go ice fishing?

Six—two to cut the hole and four to push the boat through.

—Brazell
Rockies

A voluptuous blonde's cage broke down in the country one day, and she finally managed to hitch a ride from a man on a bicycle. After several miles, she leaned back and said over her shoulder, "You know, you're not very observant—you haven't even noticed that I'm not wearing anything beneath my skirt."

"Excuse me, miss, but it's you who isn't very observant," he replied. "You haven't noticed that this is a girl's bicycle."

—Sandwich
Tehachapi, Calif.

Then there was the nurse who couldn't swim—she spent most of her time under the doc.

—Buffalo Bill
Burnsville, Minn.

While on vacation in Mexico City, the slightly drunk bro was doing his damnedest to pick up a beautiful woman in a *cantina.*

"How's 'bout you an' me go to my hotel for some fun an' games, *señorita*?" he slurred to the pretty lady.

Pointing at her wedding ring, she said, "I don' theenk so, meester. I am a *señora.*"

"Hell, that's okay," said the undaunted bro. "I snore, too!"

—Scooter
FPO San Francisco

The visiting Texan was being driven around New York City in a taxi. Noticing a particularly tall building, he asked the cabbie what it was.

"That's the city hall, mister," replied the driver.

"Yeah? How long did it take to build?"

"Oh, I suppose about four years."

"Shoot, back home we coulda built it in two," bragged the Texan.

As they passed another impressive structure, the Longhorn traveler asked what that one was.

"That's our opera house," replied the cabbie.

"You don't say. And how long did it take to build?"

"About six years, I'd guess."

"Aw hell, in Texas we coulda built it in three."

Growing irritated, the cabbie drove on in silence. When they passed the Empire State Building, the Texan again piped up.

"Hey now, what's *that* building?"

"Beats me," shrugged the cabbie. "It wasn't there this morning."

—Bud's son
USA

Definition of *IUD coil*: a box spring.

—Afterburner
USA

"Gee, Ernie, how come you got rid of your pit bull?"

'BUDGET BIKER'

Money-Saving, Plain-Label Parts

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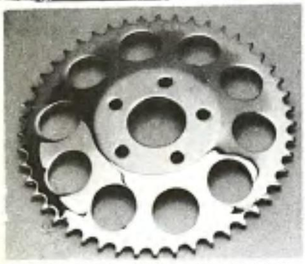

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144014...49	14405...48
144016...48	14404...47
14408...47	XL/ '82-'85
	144017..48

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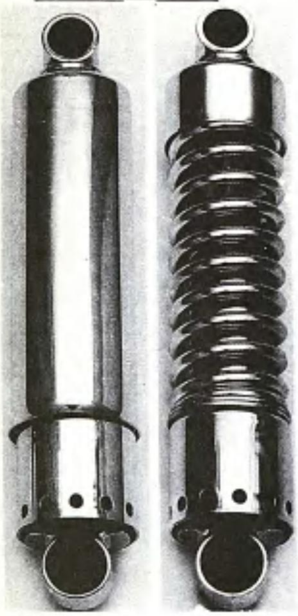

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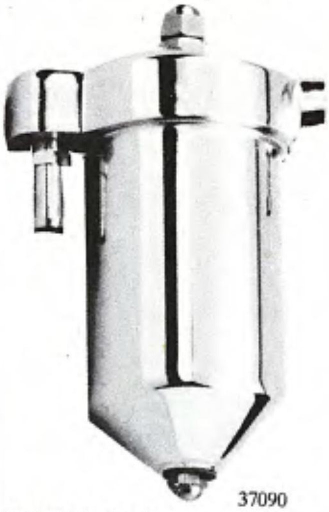

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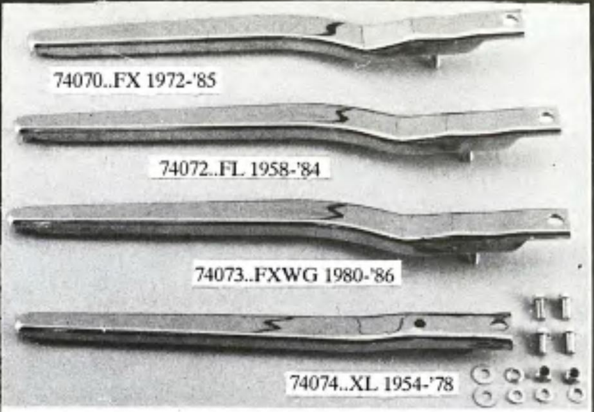

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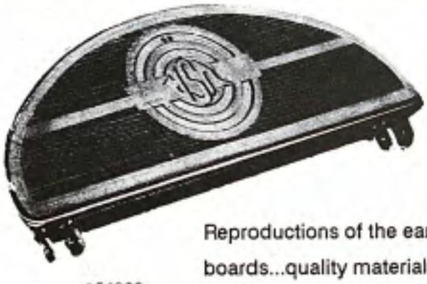

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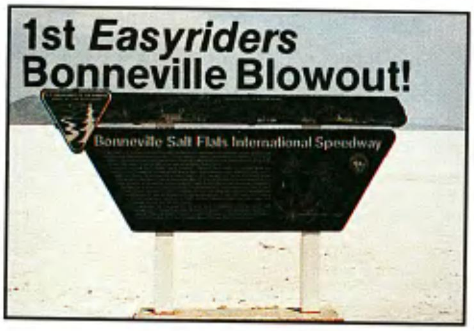
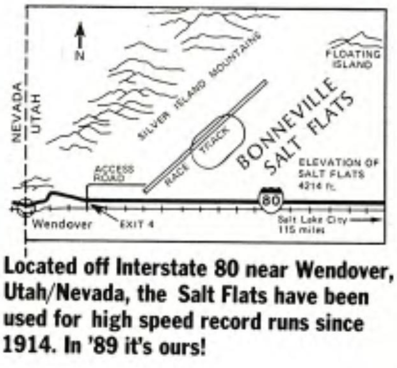
September 21-25 at Bonneville, Utah

All Harley Run Watcha Brung and Land Speed Record Attempt

The excitement is building—it's like that feeling you get when you're waiting for those final parts to arrive from the chrome shop to get your bike up and running. Then again, maybe it's more like the feeling an athlete must have when he's been training with a team for the Olympics and knows that they've done everything possible to prepare for the challenge of representing their country in the world's arena. Actually, I think it's a combination of both feelings, and I like it!

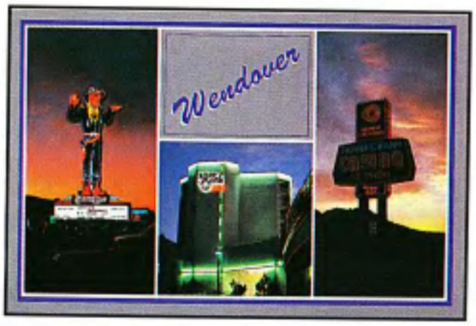
For over 10 years I've had this sense of unfinished business—ever since the year the Stream-





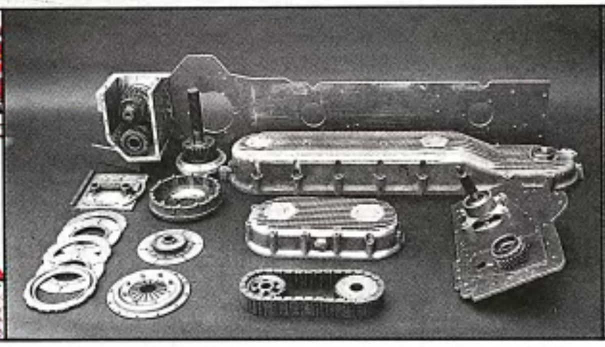
Located off Interstate 80 near Wendover, Utah/Nevada, the Salt Flats have been used for high speed record runs since 1914. In '89 it's ours!

Wendover bills itself as the West's most friendly and fastest-growing fun stop—with fine food, entertainment, lodging, and Nevada-style recreation. I'll drink to that!



Want to blow some carbon off the valves and see what your old Hog will do on the "Great White Dyno?" Now's your chance and you'll get a speed certificate to prove it—maybe a trophy too!

1989 LAND SPEED RECORD



Performance Machine helped us with this new drive line, "The Bonne Drive." It replaces a weak link in the old 'Liner.

B.L.M. representative Greg Morgan helped us to secure the dates for the L.S.R. and campgrounds—thanks, Greg.

liner hit a top speed of 301 mph on a one-way pass, with the motors out of tune and a tire going flat halfway through the flying mile. We had to settle for a two-way class record of 276 mph because the drive line gave up, forcing us to run high gear only. The Kawasaki record of 318 mph was again left on the books as the world's fastest motorcycle. We were pissed!

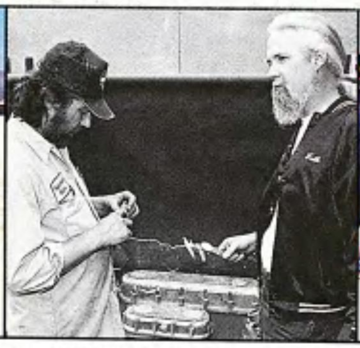
Now it's 1989, and we're declaring September 21-25 open season on that Kawasaki record. With the help of the American motorcycle companies you see listed on the side of the 'Liner and the support of about 10,000 riders of American-made motorcycles from all over the world, we're ready to kick some ass!

The way things are shaping up, this might just be the largest "hunting party" the world has ever seen. If everyone shows up at Bonneville for the attempt, the party will number over 20,000 people. Wahoo! It should make for one hell of a victory celebration.

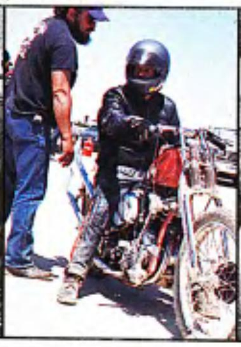
It does bring up one small problem, though. The little, gambling-casino town of Wendover, near the Salt Flats, has only about 1,300 rooms (rates are $29 to $49 per night). But don't worry, we've arranged to set up a campground on the Salt—complete with food, beer, bikers' bazaar, and music—you can even run your own bike on the Salt for top-speed certificates and trophies (camping is $10 per night/per couple). And there are rumors of some 200-mph open bikes and the unveiling of a "secret weapon."

We've had calls from all over asking if there are any groups of riders making runs from different cities. In checking around, we found that there are some ABATE and H.O.G. chapters that are planning runs. We'll do our best through the "What's Happenin'"

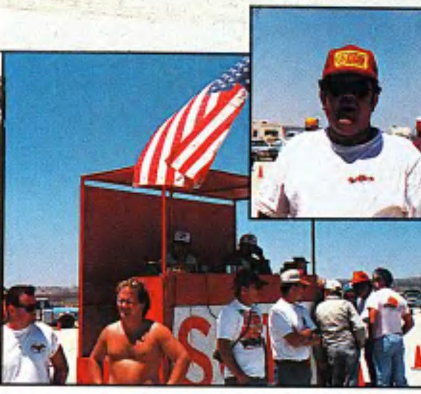
ATTEMPT



Crew chief Keith Ruxton and Tom of Performance Machine—Tom put in some long hours doing the machine work on the Bonne Drive. Thanks, Tom.



Perry Sands of Performance Machine and rider Dave Campos talk over design of the new drive line.



Jack Dolan and crew will be doing the official timing with ARROW, A.M.A., and F.I.M. sanctions.

900 phone line to inform anyone wanting to ride with a group where and when to meet. Any group planning a run, please call the 900 number and tell us the time and place (if the 900 number doesn't work from your area, call Clean Dean at (818) 889-8740).

The entire staff here at *Easyriders* is really proud of the true American spirit that our readers have shown by becoming a part of this land speed record attempt. It's the way we wanted it—your name right beside ours on the side of the 'Liner—fighting for victory and bringing the title of *World's Fastest Motorcycle* back to America.

If you haven't signed on as a sponsor yet, this is your *last chance* to join a *world class team* and get your name on the side of the 'Liner. September 10 is the latest we can start to paint on all the names, since we're arranging them by states and in alphabetical order.

The staff and I are looking forward to meeting all of you who can make the run to the Salt. And for those of you who can't make it, Rick the Flick promises a dynamite video. Here's to good huntin' —J.T.

Turn to next page to sign on.

Info and updates line:

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call costs 89 cents per minute

1989 L.S.R. ATTEMPT

Here's what your sponsorship entitles you to:

1. YOUR NAME ON THE BIKE

John Smith *Harley D. Racer*
Joe Peterson *Mark Stevens*
Jane Anderson *Robert Warner*

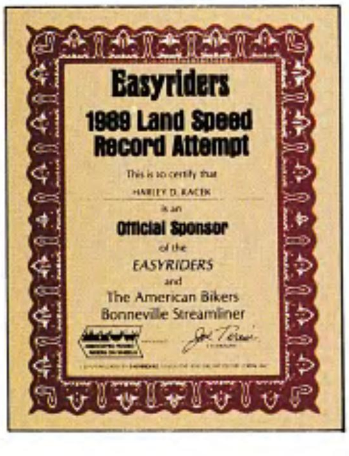
You must have your sponsorship form to us by September 10 to get your name on the 'liner. After that you will receive only items 2, 3, and 4.

2. FREE ADMISSION

ADMIT ONE ADMIT ONE

Only sponsors and one guest apiece will be allowed on the salt Sept. 21-25, 1989 to watch the 'Liner run—also good for the victory celebration! If you can't make it out, there will be a video available to all sponsors.

3. OFFICIAL SPONSOR'S CERTIFICATE (8½" x 11")



This official sponsor's certificate, with your name imprinted, will be mailed to you. Display it on the wall with pride.

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Co-sponsored by *Easyriders* magazine and promoted by Teresi, Inc.

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☐ I plan on running my bike ☐ I am a sponsor — camping deposit only.

NAME ______________________

As you want it to appear on bike and certificate. Limit of twenty letters (including spaces).

ADDRESS ______________________

CITY ______________________ STATE ________ ZIP ________

PHONE: DAY (______) ______________ NIGHT (______) ______________

ENCLOSED: Check ☐ M.O. ☐ VISA ☐ M.C. ☐ AMEX ☐

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SIGNATURE ______________________

Qty.		Size	
1	Sponsorship includes name on 'Liner, certificate, admission for two, and T-shirt—specify S-M-L-XL		$25.00
	Add'l T-shirts $15 ea.		
	T-shirt		
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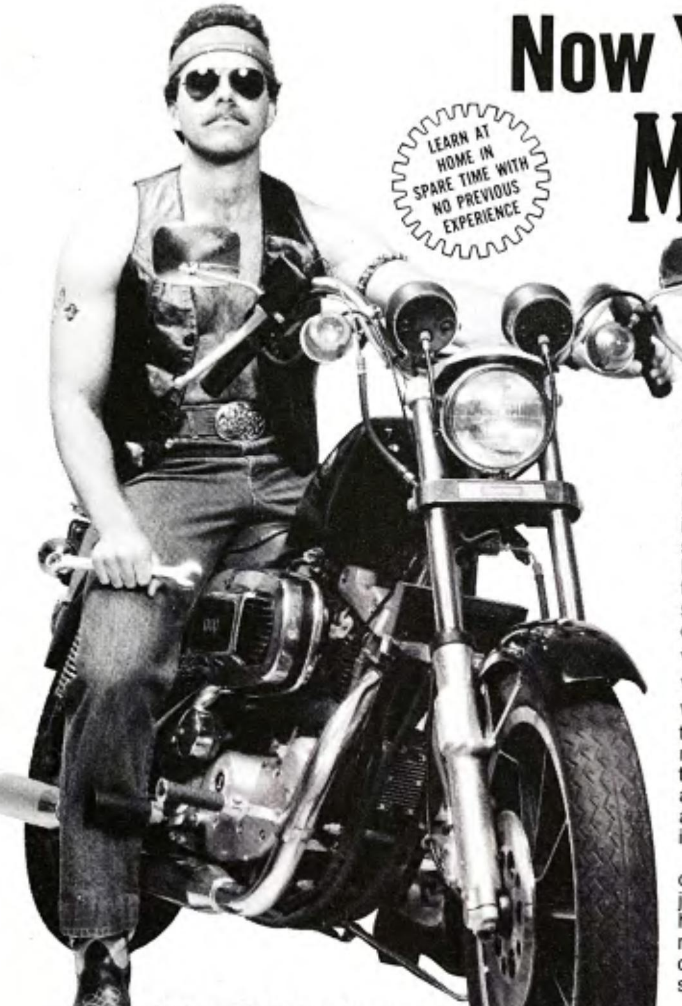
	Camping Deposit — $10.00		
		Total	

Make checks payable to *Easyriders* Streamliner and mail to: ***Easyriders* Streamliner, Box 3000, Agoura Hills, CA 91301**



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Work Out of Your Home!

It's easy to get started once you qualify as a motorcycle mechanic. Just let your friends and neighbors know you're ready to repair cycles in spare time—or if you'd rather, get a full time job at a motorcycle shop or dealer.

Everything is explained in easy-to-understand language, complete with drawings, diagrams and photographs. You'll learn engine design, carburetion, electrical systems...as well as how to adjust and repair frame, wheels, shocks, transmissions, valves, everything you want to know from routine maintenance to a major overhaul.

Motorcycle Sales Means Profits for Repairmen

Cycles are big business...and so is fixing them! No wonder there is work for the skilled repairman. Because opportunities vary in different areas, we cannot promise you a job, but we will be glad to send you survey results showing the employment success of our graduates.

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More Girls—More Bikes Each Year

If you've been riding your bike for fun the past few years, you can see for yourself that more and more girls are taking up the sport. And this means more bikes every year... and more bikes mean more motorcycle repairs. So get in on the action...get in on the fun—start making money as a motorcycle mechanic. Rush post-paid card for free facts—full information.

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Enjoy the admiration of friends and neighbors as they flock around to watch you tear down and tune up all kinds of motorcycles. And just think of the satisfaction in knowing you've got the best performing bike in town. Plus, you can make extra dollars fixing motorcycles for friends and neighbors.

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By J. D. Chandler

It is genuinely hard to choose the right oil for a Harley motor. There are a number of oils that will do the job and they're easy enough to find. But, there is so much wrong information and personal prejudice floating around that it can be hard to decide what to do. The purpose of this article is to give you some accurate information about motor oil, and Harley engines, so you can make a more informed choice.

Oil keeps things apart. Smooth engine parts, with a film of oil between them, can move against one another without actual contact. Oil has a couple of interesting properties that make this possible. It wets and sticks tenaciously to metal surfaces, yet slides rather freely upon itself. Thus, oil will stick to our smooth engine parts and allow them to literally ski on the oil film trapped between them.

If pressure is applied to the parts, like the pressure between the piston rings and the cylinder walls during the firing stroke, the oil film will thin out. The smoother the parts, the thinner the oil film can be—and still separate them. Heavy oil will form a thicker film, and will be able to separate parts with rougher finishes. However even thick oil has its limits. A drop of motor oil between two strips of feeler gauge will let them move very freely, a drop between two files, won't. Heavy oil won't make up for bad parts.

Most manufacturers, including Harley-Davidson, recommend multigrade oils. Their reasons for doing so are somewhat complicated, but easy to understand. Oil thickens when it gets cold and thins as it heats. While thick oil gives more protection than thin, it can't do so unless it is there.

Thick oil doesn't flow through small delivery holes very easily. A cold engine can actually suffer oil failure if the oil is too thick. Oil heats up as it goes through a bearing. If it is not pumped through fast enough, it can overheat and fail. Thick oil in a cold engine may overheat and fail *within* a bearing, because it isn't going through fast enough.

It generally takes a Harley's oil supply 10-15 minutes at interstate speeds to get up to operating temperature—180 to 210 degrees in an Evo motor, and somewhat less in most shovelheads. If the oil is 50- or 60-weight, and the rider doesn't keep the revs up and loads down until the oil reaches 150 degrees

Photo by J.D. Chandler

or so, locally overheated oil could result in rapid wear or even outright failure of critical motor parts.

On the other hand, single-grade oils have clear advantages when the loads are heavy and cold flow isn't a problem. Within any given brand of petroleum oil, a single-weight oil will have about twice the film strength as the multi-grade version. For instance, a 50-weight will give twice the protection between valves and guides or piston rings and cylinder walls, as the same brand 20-50 multi-viscosity will.

The reason factories recommend and prefer that their customers use multi-grade oils is that field experience has shown more folks will have cold-oil problems than will have film-strength trouble. So, if you ride hard and prefer the tougher single-grade heavy oils that so many of us use in our Hog-motors, be sure to warm it up before you drop the hammer.

The American Petroleum Institute recommends that motor oil runs between 180 and 220 degrees. If it runs cooler than 180, it tends to collect water and form acids that will eat your motor. At temperatures much above 220, normal petroleum oil will begin to oxidize rapidly and loose much of its lubricating properties.

You should run a temperature gauge for a while before you make a decision about an oil cooler. Unless your motor's oil gets to 240-degrees or so, you don't really need one. The small Harley oil cooler (made by Lockhart) can drop oil temperatures down to around 125 degrees in an engine that was running near 180. Take its temperature before you decide it's sick.

Harley engines use roller bearings to support the rods and crankshaft. The rollers are separated and controlled by cages. Those cages have their own special lubrication requirements. They need extra protection against sliding wear, much the same as piston rings or valve stems do. An oil with generous quantities of extreme pressure additives is called for.

Harley-Davidson has spent thousands of hours and hundreds of thousands of miles developing and testing their line of oils, and you can be sure that the Motor Company's oils meet the special requirements of their engines. In fact, they are constantly testing oil at their facility at the Talladega track in Alabama. Harley has a fleet of test bikes running there, so it's only natural that they test oil in those machines. The conditions are controlled and they put on lots of miles.

Harley isn't the only company that has oils that meet the needs of a roller-bearing motor. Custom Chrome has its own line of oil developed for Harley motors. Like Harley, CCI didn't just put their label on some automotive engine oil. They looked into the lubrication requirements of the Hog motor, and specified more extreme pressure

additives to take care of the roller-bearing cages. CCI's oil is made by Kendall's parent company, one of the most prestigious motor oil companies in the world.

Kendall oils' GT-1 series oils have proven themselves in many thousands of Harley motors. The lubricating qualities of oil ultimately depend upon the properties of the crude oil from which it is distilled. The Kendall oils are made from the crude that comes from one small oil pool in, you got it, Pennsylvania. That crude has extraordinary film strength, and makes one of the toughest engine oils in the world. Those of us who have built and tuned racing engines are aware of the unusually good protection Kendall GT-1 oils give Harley motors.

Another favorite and well-proven Harley oil is Shell's "Aeroshell Oil W" aircraft engine oil. S&S Cycle has used and recommended it to their customers for years. Aeroshell, like Kendall GT-1, is made from a special crude that, in this case, comes from one pool in Texas. Aeroshell has excellent lubricating properties and works very well in Hog motors. It needs to be changed more often than the other oils, though, because it was developed for airplane engines that spend very little of their time cold or at part throttle.

Water is the main by-product of combustion. Some of that water finds its way by the piston rings, and into a motor's oil supply. If that motor's oil is running at less than about 160-degrees, the water won't be driven off and will form acids when it combines with other combustion residues.

Oil companies add chemicals that buffer or control the build-up of acids. Eventually, no matter what else happens, those additives get used up and acids can then form and attack your expensive engine parts. How fast an oil loses its ability to handle acids depends on how much of the chemicals were present in the first place, and how the engine gets used. Aeroshell oil was developed for airplane engines that run at 80-percent throttle and spend nearly all their time fully warmed. For that reason, Aeroshell doesn't have as much acid-buffering chemical as oils meant for use in cages or bikes.

An engine that runs all day on a cross-country trip is kind to its oil's additive package. The engine stays hot and very little water finds its way into the oil. A bike that only gets run five miles or so at a time will use the oil's additive package up very quickly. If your engine's oil doesn't get to or above 160 degrees for 10 minutes every time you ride it, you oughta change it every 2,000 miles or so, instead of the recommended 5,000.

There are other conditions that place unusual stress on your engine's oil. A motor that needs an overhaul may dump a lot of unburned gasoline past its rings, wearing out its oil very quickly, and causing even more rapid wear. A rider who uses the choke too

long or is slow to warm up his motor, dumps raw gas into the oil, where the limited chemical package has to deal with it. An engine that runs hot can overheat its oil and cause it to deteriorate.

IN SHORT:

Choose an oil that has the special lubrication properties needed by a Hog motor. Such an oil will have more extreme pressure additives than common car oil. Harley, CCI, Kendall and Shell make such oils. There are almost certainly others that will do as well, but these have been proven both in the field and over time. It may sound funny but, well—you can generally smell good Harley oil. It stinks. It will also tend to have dark-brownish color. Both the smell and the color are from the extreme pressure additives. Harley oil can be used as an example of what good Hog oil looks and smells like. Kendall adds a green dye to their GT-1 oil, but it still smells and has the dark color.

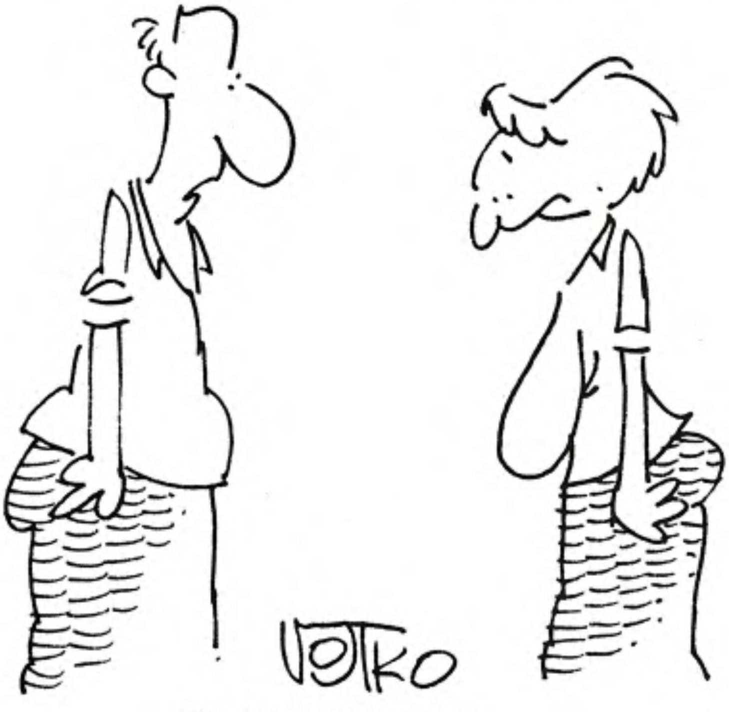
Check your oil's running temperature. If it gets above 240 degrees, fit an oil cooler. Harley sells the most effective coolers. They shed more heat for their size than others. If your engine oil never gets up to 180 degrees, change it more often than called for by the factory. Its additives are being used at a high rate.

If you run hard or have a built engine, by all means run single-weight oil. It has greater film strength and is tougher than multi-grades. The heavier the oil, the greater its film strength, but moreover, it'll be able to get it up to temperature. Be sure your single-grade oil reaches at least 150 degrees before you use full throttle and high revs.

Don't let all this make you think you can't use ordinary car oils, because you can. You can also mix brands if you have to. It's been many years since there was a risk in mixing different brands of petroleum oils.

You can damage your motor if: You leave the oil in too long and wear it out. If it runs too cold, too often, and too long—so that the additive package wears out. If the oil gets too hot, too often, and for too long— so that it oxidizes and stops being oil.

As long as you use high-quality oil developed for heavy-duty use, change it often, don't let it run hotter than about 240 degrees, and get it to at least 160 when you ride—your Hog's motor will stay in the wind. ■

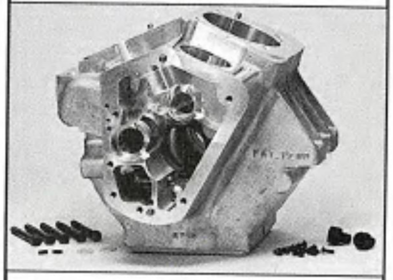


"It's supposed to lift and separate
. . . maybe you got it on upside down."

Presenting — this month's

Biker's Choice™

Delkron Crankcases



NEMPCO has *Delkron* crankcases available in standard and Big Bore versions for 55-89 Big Twins.

These cases are computer designed, machined on CNC mills and always fit perfectly.

Permanent mold 356-T6 aluminum castings feature reinforcement in all failure-prone areas, standard threads throughout, and cast-in grey iron bearing inserts which are guaranteed not to move. Cases are clearanced for forward and mid-shifters and have tamper-proof recessed serial numbers.

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FOXY RIDERS

Folks are always wonderin' how women that ride get their bikes, and how they meet their ol 'men. Here's three fine examples for ya. — Calamity

Tracey "The Kid" Hardee
'78 FX

Tracey met her ol' man, Fast Eddie, in her mom's biker bar, Dutch's, in Hanford, California. Before Tracey came home from the Army, her mom warned Fast Eddie to stay away from her little girl. Well, Tracey had other ideas in mind. She asked him to take her to the movies, and they've been together ever since.

Fast Eddie did a little swappin' for her '78 FX, when she decided his fender was gettin' a taste uncomfortable. Got it off a guy who doesn't like women riders or purple bikes. Oh well, that didn't stop Tracy. Mom digs Fast Eddie now, except when he calls her Mom— and then she gets pissed.

Arlene Begley
'76 Sportster

Arlene met Joe Begley at a local Hanford, California bar when she lived in Tulare. On a quest to purchase her dream bike, she split to her native town of Tempe, Arizona, hence the '76 Sportster you see here. She took private motorcycle riding lessons in Phoenix. Well, Joe obviously started missin' her 'cause he began callin' her constantly, flyin' her out to parties, then decided enough was enough. He moved her pretty self back to Hanford in his truck so they could share the wind together—married shortly after.

Arlene did some serious wrenchin' on this Sporty to make it accomodate her small size. They now putt happily together around Hanford.

Photos by Harv Brouwer

Jenny Hamili
'84 Shovelhead

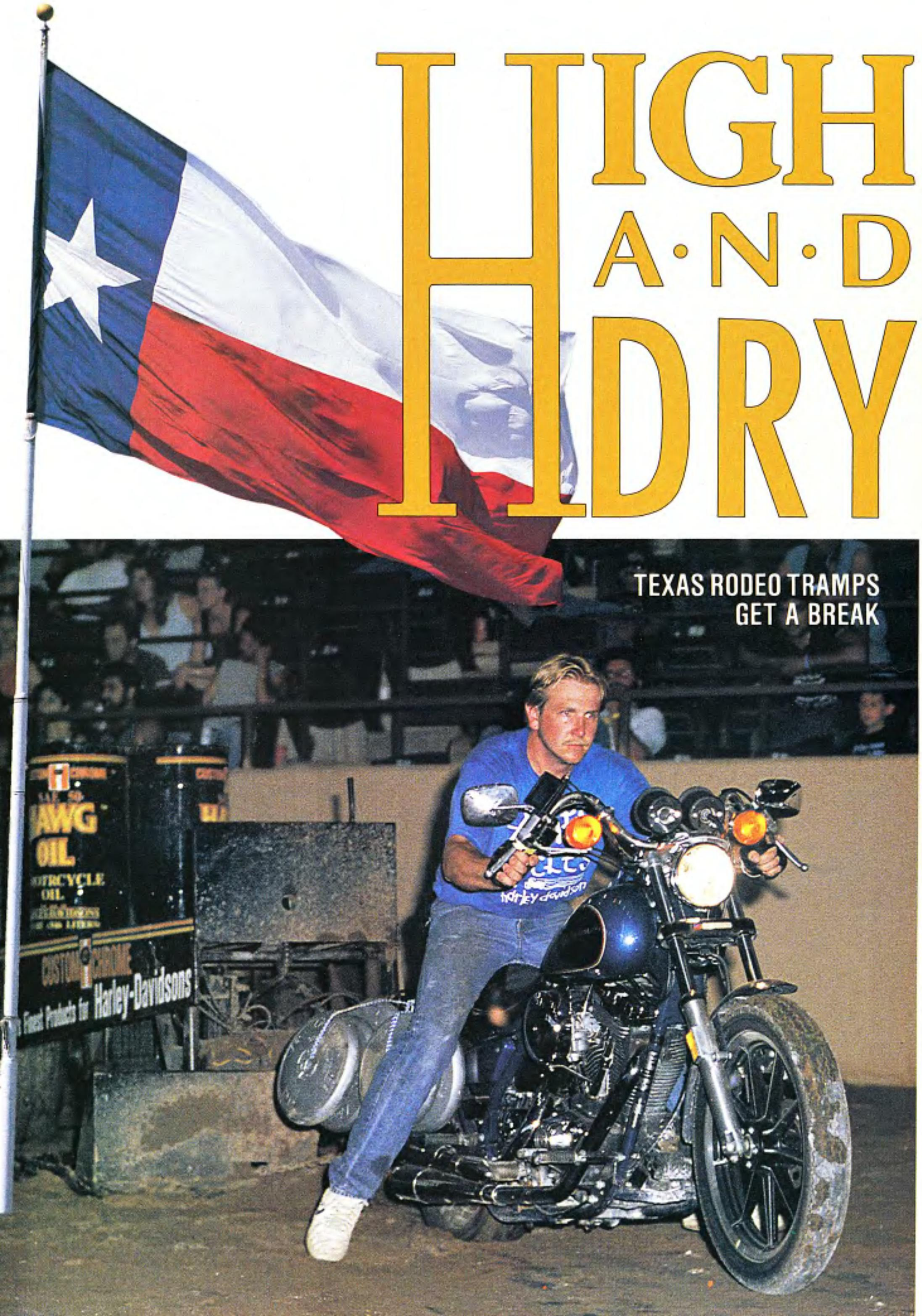
Jenny was stationed in Pearl Harbor when she met her native Hawaiian husband, Kimo, at her favorite local cafeteria/bar. One day she spotted Kimo playin' a solo pool game, and asked to play. She skunked him and he split. It took her a few weeks to find him, but her determination won out. They had a Hawaiian wedding at her family's place in Minnesota.

She bought her bike, with her re-enlistment bonus, at South Seas H-D. It was the last shovelhead available at their shop in Hawaii. She turned it a pretty pink, and adds something new to it every year. Now they live and ride together in Hanford, California—that is, until her next transfer.

It's a wonder more women don't ride. Romance in the wind is the best.

HIGH A·N·D DRY

TEXAS RODEO TRAMPS GET A BREAK



Hey, bros, remember the wet and wild motorcycle rodeo we cranked up over Memorial Day weekend last year in Austin, Texas? When Mutha Nature spotted the *Easyriders* caravan blowing down I-35 toward the Longhorn capital, she did her damnedest to drown us out for three days straight. We literally had to hold our mud to maintain throughout the deluge, cranking the wicks, flicks, and chicks in the middle of the nonstop monsoon.

The Lone Star bikers, though, shrugged off the downpour and decided to make one helluva big party out of it, cutting loose with everything from spur-of-the-moment hardbelly mud-wrasslin' matches, to balls-out sludge-surfing behind the big-inchers, to roostertail competitions staged all over the swamped campgrounds.

We gotta admit it turned out to be a blast, but this year we decided to do it different and move it inside for a change—we latched onto Austin's Texas Exposition and Heritage Center, an enclosed arena as dry as last Sunday morning's cottonmouth hangover.

Not that it mattered. It poured cats and dogs for two full weeks both before and after the rodeo, but not a drop kissed the ground during the whole Memorial Day weekend. What the hell, nobody really cared one way or the other (except, maybe, for Sundance and the other Texas ABATE bros working security outside); the sphincter-tightening rodeo events, the shiny finery at the bike and trade shows, and the board-stomping tunes belted out by Brompton's Cocktail and The Motive came across just as bitchin' indoors as out.

Next year we'll probably find out what it's like to rodeo in the eye of a tornado. —High Nooner

Photos by Smokey

And the winners are . . .

SLOW RACE

1st: Brett White, Austin, Tex. $100
2nd: Taylor Head, Grand Saline, Tex. $75
3rd: Ray Tewksbury, Tampa, Fla. $50
4th: Pete Laney, Houston, Tex. $25

WIENIE BITE

1st: Taylor Head and Jerri Harris, Grand Saline, Tex. $100
2nd: Chris and Joyce Macool, Sealy, Tex. $75
3rd: Ray Tewksbury and friend, Tampa, Fla. ... $50
4th: Les and Deb Holt, LaPorte, Tex. $25

POTATO HAYSTACK

1st: Jay Adelman and Gus, Austin, Tex. $100
2nd: Ray Tewksbury and friend, Tampa, Fla. ... $75
3rd: Mark Lane and friend, Sanger, Calif. $50
4th: David and Peggy Browning, Amarillo, Tex. $25

KEG DERBY

1st: Ray Tewksbury, Tampa, Fla. $100
2nd: Frank Olenick, Effort, Pa. $75
3rd: Gary Freel, Ames, Iowa $50
4th: Jerry Cable, Ames, Iowa. $25

BARREL RACE

1st: Gary Freel, Ames, Iowa $100
2nd: Trent Kirchner, Irving, Tex. $75
3rd: Jack Hicks, Austin, Tex. $50
4th: Ray Tewksbury, Tampa, Fla. $25

SOLO SLED DRAGS (1000 lb. FUEL CLASS)

1st: Bobby Torres, Sanger, Calif. $350
2nd: Gary Freel, Ames, Iowa $200
3rd: Jerry Cable, Ames, Iowa $150

SOLO SLED DRAGS (800 lb. GAS CLASS)

1st: Ray Tewksbury, Tampa, Fla. $250
2nd: Jerry Cable, Ames, Iowa $150
3rd: Mark Lane, Sanger, Calif. $100

TRIKE SLED DRAGS (1000 lb. FUEL CLASS)

1st: Mark Lane, Sanger, Calif. $500
2nd: Bobby Torres, Sanger, Calif. $300
3rd: Ray Tewksbury, Tampa, Fla. $200

TROPHY GIRL WINNERS

1st: (tie) Leah
(tie) Karen Shreve

BIKE SHOW WINNERS

1st: Billy Aaron, Kerrville, Tex. (1969 H-D) $400
2nd: (tie) Brett White, Austin, Tex. (1955 pan-shovel) $250
(tie) Rick Gonzales, Grand Prairie, Tex. (1947 knuckle) $250
3rd: (tie) T.J. Kitchens, Austin, Tex. (1952 H-D) .. $50
(tie) Eddie Oyervides, San Antonio, Tex. (1948 H-D) $50

Special Notice: *Easyriders* Rodeos are sanctioned by Associated Rodeo Riders On Wheels (ARROW), and all ARROW members who are event winners throughout the '89 tour now earn points toward $10,000 in prizes, merchandise, and contingency awards to be given away at the Grand Nationals. Supporting memberships are also available. For more information, write ARROW, Box 1050, Agoura Hills, CA 91301, or call Cathy Chaffin at 1-800-247-6246 (national) or 1-800-231-2669 (in California).

DAVID MANN

THE LAST BIKER

By Scott Hellstrom

"The bastards tried to take away our bikes and that was when all hell busted loose," Lauter said to the group of kids that gathered around him to hear his story.

He was an old man, grizzled and as tough as boot leather, but tall and strong for his 60 years. He did not look as though he was dressing to recapture past youth in his jeans and the greasy-looking leather jacket bearing the faded words, "Easyriders" on its back.

"It was if all the bikers in California knew that their time had come to an end, and wanted to make a last stand so that history would remember the last real men." He paused and his mouth twisted bitterly as he continued his story.

"Yeah, they remember us," he said with satisfaction. "We wrote our place there in hot lead, spilled guts, and with the force of our wills."

He glared furiously at the children as if daring them to contradict him before continuing.

"Your history books call it the L.A. Commune and describe it as, 'the last gasp of capitalism, which fell before the liberating army of The Society of People,'—the pissant socialist system we have now," he said. "But what they tell you don't come near to the truth, and in fact, is little better'n propaganda. It had nothing to do with capitalism, we were just mighty pissed off and refused to eat it anymore. Every biker in California had seen it coming and had planned the resistance. First inkling we got of it was when the emergency government banned private cars—after the Great Economic Crash of '92. They said it was for the good of the environment, and we knew that it was only a matter of time before the Society of People government got around to us."

Every biker in California had seen it coming and had planned the resistance.

A small boy in the front row politely put up his hand to ask a question and Lauter's lip curled in contempt. *Kids today have no juice,* he thought, even though he knew that this was the result of hypnotherapy and careful conditioning throughout their school years.

"Yeah?" asked Lauter.

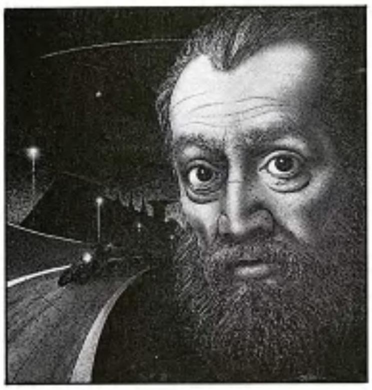
"But weren't all the cars banned because of the terrible state of the environment? They say in school that the oceans were in danger of dying and the whole eco system was breaking down."

Another child turned to the one who had put up his hand and said, "Shut your face and let my Granddad tell the story or you can get outta here."

Lauter looked at his grandson David and smiled proudly. *At least he's got balls,* he thought.

Illustration by David Mann

THE LAST BIKER



"Where was I?" Lauter asked absently. "Oh yeah. All the bikers were prepared for the resistance. ABATE, a national brotherhood of responsible, concerned bikers, had been sponsoring successful toy and food runs—for charity—for a number of years. When we sensed the impending conflict, we took donations from brothers, set aside all membership dues, and saved a small amount of change from each of our many fundraisers to buy guns. When the time came we had enough guns to sink a ship. Not crummy Saturday Night Specials that blew up after three or four shots, we had quality shit. Uzis, M-16s, and even some state-of-the-art Russian rocket launchers that shot some sort of depleted uranium slugs. But it still wasn't enough for what we wanted, so we raided the National Guard armory."

Lauter smiled at the memory.

"Man, it was like Christmas in July, and the guys went hog wild, blasting almost anything in sight. It was fucking crazy and also a waste of good ammo. If it wasn't for The Professor, I reckon that the whole resistance would have degenerated into a drunken shoot out and The Lawbots would have wiped us out in a couple of hours."

"Who was The Professor?" a small girl asked.

Lauter roared with laughter.

"Yeah, the history books don't mention him. The Professor was a little guy who wore a hat like that guy Napoleon. He used to teach military history at Stanford. The story goes that one day he ripped off a large part of the University's building fund, bought an Indian, and rode off into the sunset. When the dawn came, he ran into some ABATE brothers and became part of the resistance. He helped us get our shit together and planned our operations."

"Tell us how you took over downtown L.A., Granddad."

"Damn right I will," Lauter yelled enthusiastically.

"After we evacuated the city, we dynamited the main roads and highways leading into the center of town. It was almost impossible for the army to bring in the Lawbots or their heavy equipment. In those days, the Lawbots weren't as sophisticated as they are now—what with their anti-gravity function and all—and there weren't as many of those metal muthafuckers. When the army moved in with their assault tanks they only had about 80 of those bastards supporting them. We fought them for two weeks and for every inch of ground, and I tell you, the brothers gave a good account of themselves."

Lauter paused and wiped a tear from his eye.

"Details Granddad," the little boy demanded impatiently.

"Okay kid, okay. But let me tell ya, it wasn't pretty and it wasn't easy. The fighting was hard and dirty and I saw many a friend and brother go down. I'm not ashamed to say that I shit my pants more than once. I was just a snot-nosed brat in those days, couldn't have been more than 20, and more likely to shoot off my own foot than anything else." He paused, and the children knew that he was going to say something dramatic.

"But I took out a Lawbot."

The children gasped in awe.

"That's right kids," he said proudly, "I took out a Lawbot."

"Crazy Legs Johnson took first crack at the bastard when it broke through our lines at 60 mph. Somehow it had gotten through the exploding Claymores (which we had strung out along our perimeter) unscathed.

"The big metal bastard took us all by surprise, but Johnson was closest. He got his launcher up quick enough, but his aim was off and the rocket only caught a glancing blow on its frontal armor. The stuff had fused glass between the layers of metal, and it was angled so that shells would just bounce off." Lauter shook his head in sorrow and half-remembered fear.

"I have nightmares about this all the time, and I remember it as though there's a video recording of it in my head. The Lawbot's revolving weapon turret swiveled toward Crazy Legs as he was trying to reload the launcher. He was way too slow, and the 'bot fired about 100 razor-sharp flanges at him. Let me tell you, that's one mother of a shit storm. Crazy Legs looked like a bag of blood exploding, and I saw his legs teeter before his cycle boots fell in opposite directions."

"Something inside me musta snapped, 'cause before I knew it I was screaming and running toward the tin muthafucker with my rocket launcher. The launcher's range sight was busted off, so I had to use dead reckoning to hit its only weak point—the juncture between the master computer and the rest of it. It was only 20 feet away when I let fly, and when I did it was like the Fourth of July. The whole thing blew up like a cheap Jap bike and knocked me flat out on my ass!"

"Are all life jackets this heavy, Hon?"

"That's not all, is it Granddad?" Lauter's grandson asked enthusiastically. It was obvious that the child had heard the story many times before.

"Of course that's not all." I didn't know it at the time, but the brothers in my unit had followed my charge and we won back two city blocks and captured 16 heavy machine guns. We had those bastards on the run."

The fighting was hard and dirty and I saw many a friend and brother go down.

"But the end had to come. We all knew that before we started, and we made the choice that any biker would have made. We stayed, and staged a scene right out of that John Wayne movie, 'The Alamo.' No one takes a brother's bike. No one."

"We started with 10,000 brothers, but by the end of the second week there were only 200 of us left. The entire city stank of their rotting corpses. We were holed up in the sewers and the army had been shelling us for 16 straight hours—softening us up for the final assault."

"When it came it was a bastard. It was a two-pronged attack, they came at us from the east and the west. We were just about out of ammuniton and, because there were so few of us, we couldn't do anything but keep falling back. They sent the automated Lawbots in as the first wave, which they followed with tanks and infantry."

"Out of my unit, only Viking Jorgens and I were left."

"Tell us about the Viking, Grandpa," the boy cried. "Don't leave out the Viking."

"No, I can't leave out the Viking. That biker was a huge man and could drink and fight like no other feller I've ever seen. He once drank three bottles of Cutty Sark in two hours and still beat me in a game of pool. He wore a steel helmet with horns, and his blond pigtail, which came out the back of it, must have been a foot long. He carried a 100-pound battle ax like a toothpick, and was one of the best brothers I ever knew."

Lauter was crying and the tears rolled down his face, but he continued, oblivious of the children around him. He was caught up in the memory of a better era and the greatest moment in his life.

"The Viking and I knew that the party was over, and from inside our bunker we could hear the clanking of approaching Lawbots. We said our goodbyes and prepared to die. I did my best not to show how scared I was. A Lawbot broke through the concrete wall of the bunker and I could see The Viking's face twist in rage."

"The machine was half stuck in the wall and was struggling to bring to bear one of its weapon modules. What I saw then was unbelievable. The Viking couldn't have been more than five feet from the 'bot, firing an M-60 machine gun from the hip. It didn't do any good, but he kept firing until the barrel glowed white hot and turned into slag. A ricochet caught me in the gut. Luckily, my Kevlar vest stopped it,

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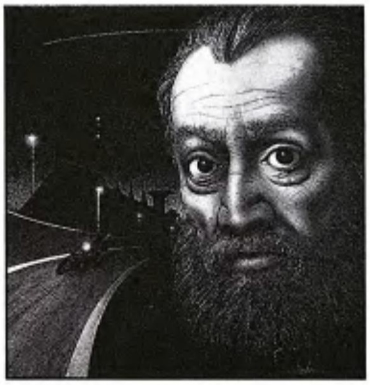
THE LAST BIKER



but it felt like a mule's kick and I was out of the action."

"I fell to the ground and from there I saw The Viking throw down the gun and scoop up his ax. His fucking ax! He hit it and hit it, with swings which would have split a man in two, screaming some sort of Norse battle song. I could see sparks flying off the 'bot like lightning, until the Lawbot finally freed its weapons and blew The Viking apart."

"So you survived, didn't you Mr. Lauter?" a pretty, fresh-faced girl asked.

"Yes," Lauter replied. "But I should've died there. It would have been a good ending. Better than it is now with no bikes and no brothers."

The grandson could tell that the old man was choking up with emotion, so he stood up and signalled for everyone to leave the basement apartment where Lauter lived.

As they were are filing out, Lauter looked up and said gruffly, "Davey boy, you stay behind 'cause there's something I want to show you." He turned the boy away from the door and then opened it to make sure nobody was standing in the hall.

"What is it Grandpa?" the boy asked as Lauter took him by the shoulders and hunkered down to his level.

"Davey boy, it's time for me to go away. But before I go, there's something special I want to show you."

"But you're coming back, aren't you Grandpa?" the boy asked, even though he already knew that he wasn't.

"No I'm not," he said in a voice which was both said and joyful.

"I'm too old a dog to learn new tricks, and I shoulda gone down with

my brothers in California. I've outlived my time, but I've been hanging around long enough to go out the way I want."

Lauter walked to the back of the small room where an area was blocked from view by old blankets slung over a clothesline.

"Feast your eyes on this Davey," he said as he pulled the blankets down. "You'll never see one like it again—not in this world, anyway."

The boy looked at the machine in awe. She was long, low heavy metal, yet she was a dancer and her chrome glistened quietly in the shadows. It was more beautiful than anything the boy had ever seen.

Sorrow flooded through him as he realized the machine before him represented all that he could never have—something from another age and time when the roads meant freedom, not just wasted avenues for the automated transports to travel.

"She's a '46 Harley-Davidson knucklehead," said Lauter, "I found her rusting in an old military storeroom, and it's taken me 10 years of picking through junk heaps to restore her."

"She's beautiful," the boy said slowly.

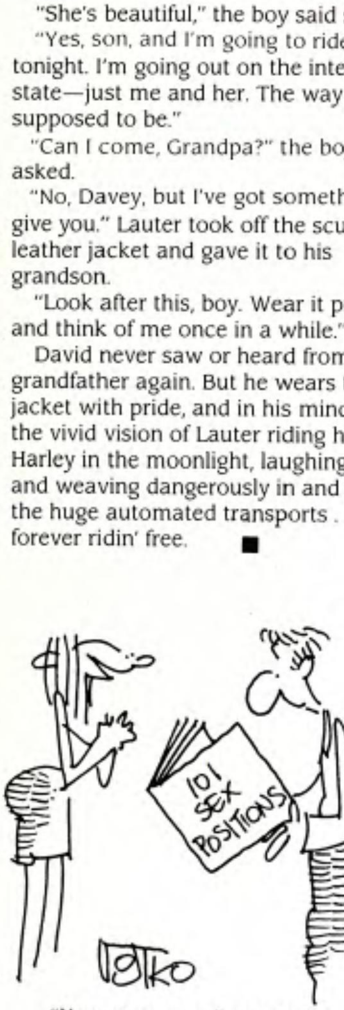
"Yes, son, and I'm going to ride her tonight. I'm going out on the interstate—just me and her. The way it's supposed to be."

"Can I come, Grandpa?" the boy asked.

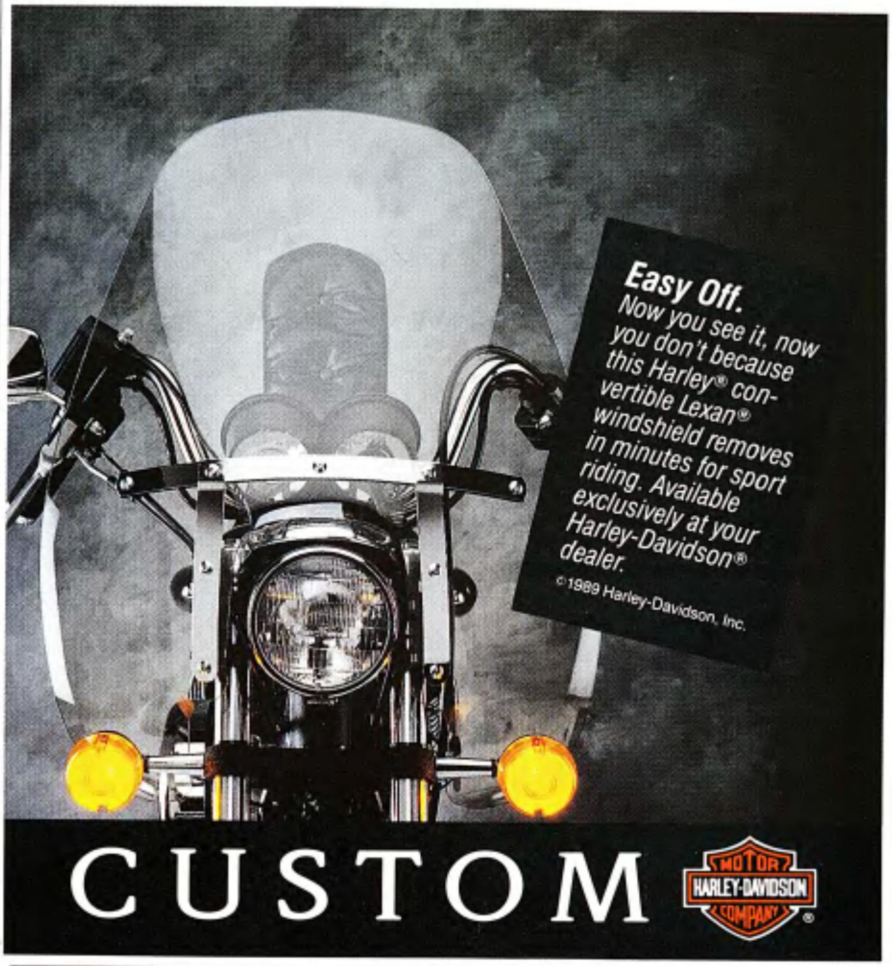
"No, Davey, but I've got something to give you." Lauter took off the scuffed leather jacket and gave it to his grandson.

"Look after this, boy. Wear it proudly, and think of me once in a while."

David never saw or heard from his grandfather again. But he wears the jacket with pride, and in his mind lives the vivid vision of Lauter riding his Harley in the moonlight, laughing wildly and weaving dangerously in and out of the huge automated transports . . . forever ridin' free. ■



"Now you can really count the ways you love me."



Screwed Up Again!

Yeah—wouldn't ya know it—you stood in line to get your commemorative "First *Easyriders* Invitational Bike Show" t-shirt and sure as your Hog leaks oil the damn transfer machine breaks down—well we got the piece of crap fixed and as promised here's your chance to fill in your shirt collection. The shirts are quality 3-D silk screened on the front and machine transfered on the back—oh yeah, we're going to throw in a show program and a catalog FREE—while they last!

Front Design

$10.00 ea.

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State size and design # when ordering. S-M-L-XL. Add $2 for XXL and XXXL. Mail check and order to:

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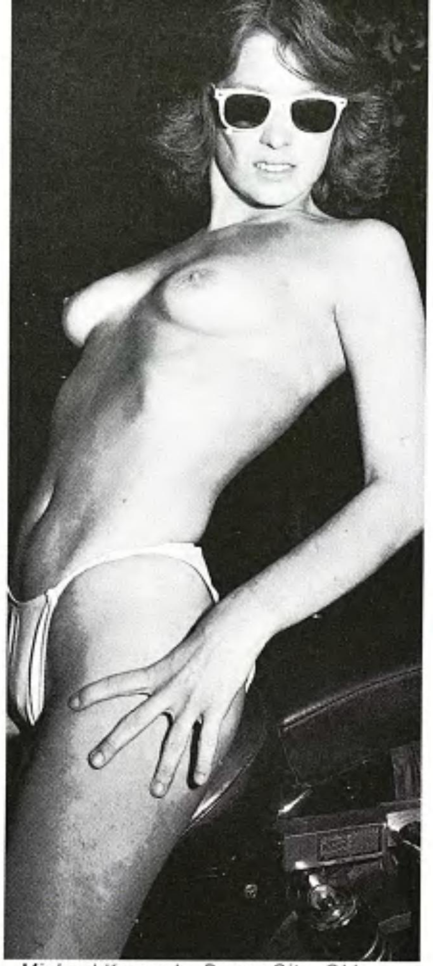
Add $3 for postage and handling. Calif. residents, add 6% sales tax.

Self Portrait of the MANN himself—
and no, he's not falling down.
It's the infamous David Mann broadside.

IN THE WIND

—Gypsy Pete, Waialua, Hawaii

—Charlaine Lacroix, Mission, B.



—*Michael Kennedy, Ponca City, Okla.*

—*Michael Kennedy, Ponca City, Okla.*

Each month we select the best pictures our readers send us and print them here. We appreciate them all, but we can use only good, in-focus, black-and-white or color prints (any size) and color slides (either 35mm or 2¼ x 2¼)—nothing else. Whether it's the exhilaration of a dude and his chick flyin' down the highway or the let-it-all-hang-out exuberance of a biker bash or the eyeball-poppin' sight of a sexy honey showin' her stuff—these photos typify the fun, excitement, and freedom of biking. (Oh, yeah, dig this—we now pay $30 for *every* black-and-white photo we print, $100 for every color photo we print *full-page*, $50 for every color photo we print *half-page*, and $40 for every color photo printed *smaller than half-page.)* Please label all photos with your name and address. Send photos to *In The Wind*, Box 3000, Agoura Hills, CA 91301.

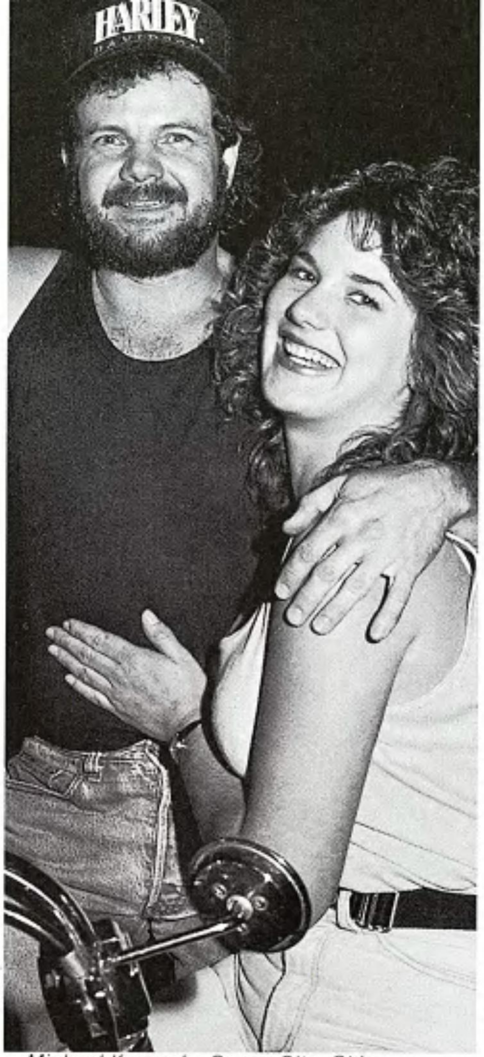
—*Mike Sivilli, Newburgh, N.Y.*

—*Charles McReynolds, Sierra Madre, Calif.*

—Charlaine Lacroix, Mission, B.C.

—Wino Joe, USA

—Charlaine Lacroix, Mission, B.C.



—Michael Kennedy, Ponca City, Okla.

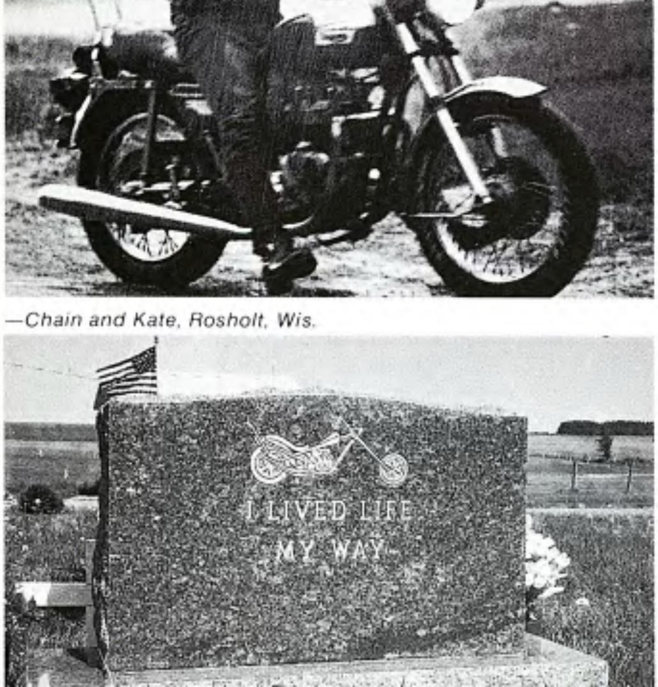
—Mike Sivilli, Newburgh, N.Y.

—Mark Hart, Golden, Colo.

—Mike Sivilli, Newburgh, N.Y.

—Charlaine Lacroix, Mission, B.C.

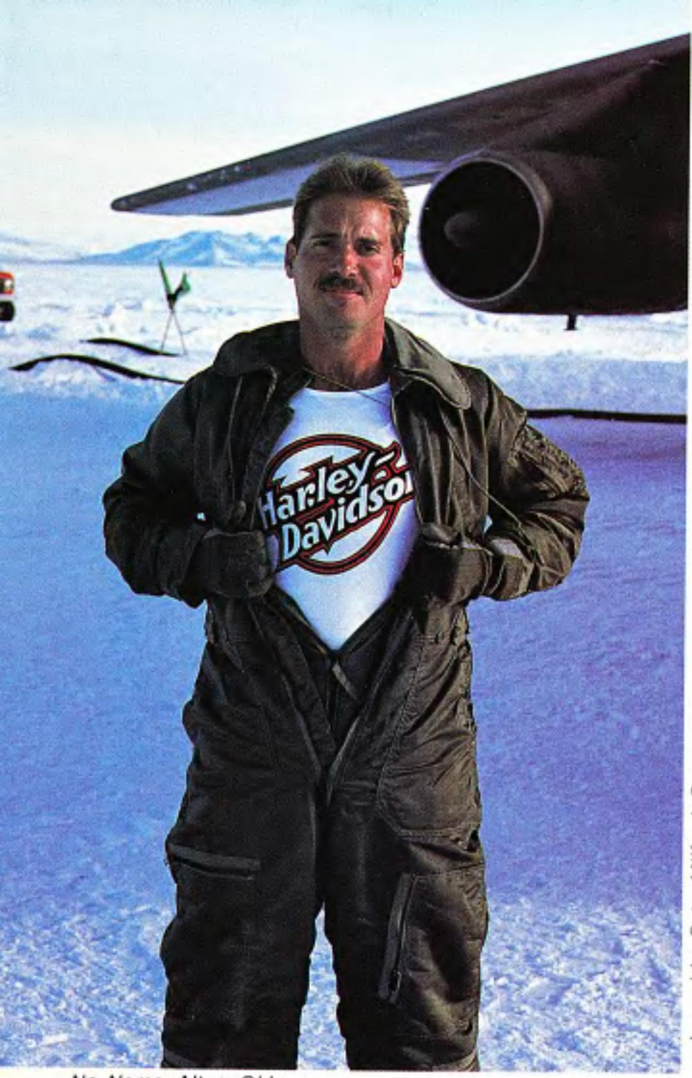
—Chain and Kate, Rosholt, Wis.



MEMORIES

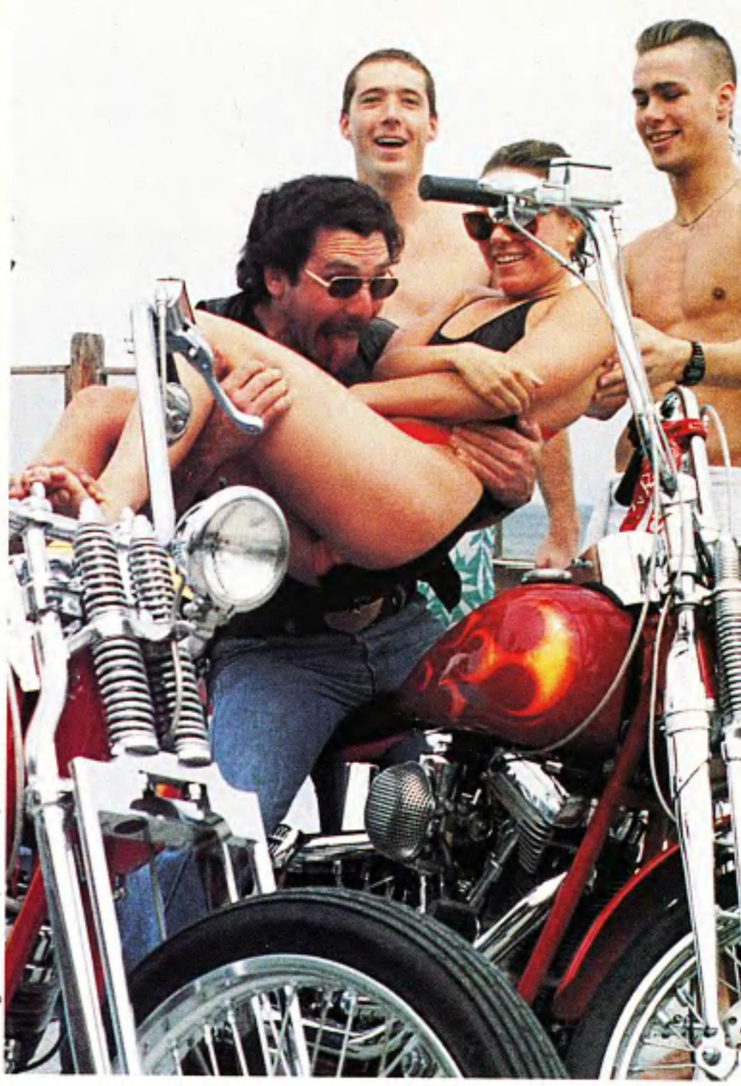
The love is in the telling
As much as in the run
The hours spent reliving
After all the riding's done
When winter nights unseat us
And drive us all inside
The memories still remind us
Of the thrill that's in the ride
So pass another beer my friend
And listen to my tale
Of the ride I took last summer
when it was hot as hell

—Jim Sickler
Brothers of the Third Wheel



—No-Name, Altus, Okla.

—Longrider Pete, Milford, Conn.



—John Parker, Longview, Tex.

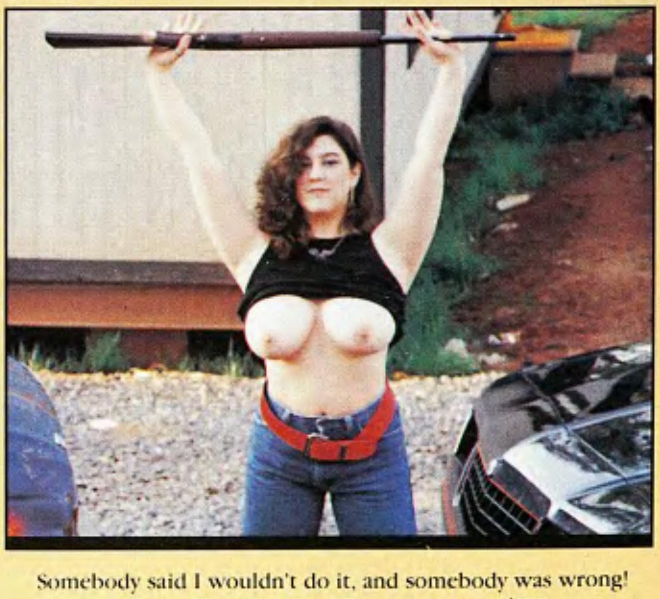
MAY Foxhunt WINNER

Your May Fox Hunt winner, Brenda, works as a topless dancer, in fact that's where she came face to face with bikers for the first time. One of the bros, a panhead rider named Snake, was most impressed with Brenda's assets, and along with submittin' her for the Fox Hunt, also shacked up with her for a while. Brenda got a lifetime's worth of biker knowledge in the short time she spent with Snake. Now we get to know her.

—Loudmouth

I would like to show your readers some Canadian stuff for a change, and surprise all of my Harley buddies.

Lisa, Ontario, Canada—Ext. #401



Somebody said I wouldn't do it, and somebody was wrong!

Dee, North Carolina—Ext. #402

Can't Find a Stamp? Now Ya Can Phone In Yer Vote. Call 1-900-234-BIKE.

I love Harleys and I would love to do a layout in *Easyriders*.
Jenny, California—Ext. #403

I love the expression "Put your ass on some class," especially my bare ass.
Wendy, Pennsylvania—Ext. #404

The best times I've ever had have been on bikes and with bikers.
Angie, Alaska—Ext. #405

Being in front of a camera with a Harley is my favorite hobby. I've always dreamed of being in a magazine.
Jackie, Maine—Ext. #406

See entry form on page 65

NASTY FEET

Introduces the first boots in the world as tough and as trick as your scooter!

- **Better Boots!**
- **More Sizes!**
- **Faster Service!**
- **Exclusive Features!**

For years, NASTY FEET — with their handcrafted American leather uppers, heavy-duty hardware, tough steel toes, and oil-resistant Neoprene soles — have been the undisputed kings of the road. Now we've made them even better by adding a fully cushioned insole, a cigarette-pack-size stash pocket, a knife (or tool) holder, more sizes for you guys with funny feet, and a bigger inventory to allow same-day service.

Women's Boots

Seventeen-inch, steel-toed boots with rawhide side ties. Left boot has concealed, super-useful stash pocket inside.

Beware cheapo imitations, NASTY FEET outlast 'em all!

Built-in stash pocket: perfect for license, registration, credit cards, rubbers, etc. Built-in sheath: Fits pocketknife, wrench, screwdriver, or?

No More Waiting Weeks for Delivery! We Ship Fast!

Send your order today to: NASTY FEET, Box 1025, Agoura Hills, CA 91301

□check enclosed
□Visa □Mastercard
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Credit Card Number ____

Expiration Date (Must have.) Mo. Yr.

Signature ____ **Phone(day)** ____

Name ____

Address ____

City ____ **State** ____ **Zip** ____

Order by credit card or get more info by calling this toll-free number: 800-247-6246 (in Calif., 800-231-2669). M-Th. 8:30-4 PST. Add $12/pair for postage & handling in the continental U.S. Add $32/pair for Alaska, Hawaii, APO/FPO, and Canada. International orders shipped airmail insured: add $52/pair. Allow 4 weeks for checks to clear. Calif. residents, add 6% tax. U.S. funds only.

We Stock All Sizes Listed Below

17" Black Boot (shown above) $132 Circle Size

Medium Width (D)	8	8½	9	9½	10	10½	11	11½	12
Wide Width (E-EE)			9	9½	10	10½	11		12

11" Black Boot (not shown) $112 Circle Size

Med. Width (D) Only	8	8½	9	9½	10	10½	11	11½	12

Women's Boots 17" Black Boot (shown above) $128 Circle Size

Medium Width	5	5½	6	6½	7	7½	8	8½

Easyriders Foxhunt

Make $500 by being selected as the winner and modeling for an *Easyriders* feature!
Help pick the winner by calling 1-900-234-BIKE
New winner every month!

OKAY, MEN — here's a chance to share your favorite hard-belly with all bikerdom on the pages of *Easyriders!* We're huntin' for the foxiest, real-live, bike-lovin' women to show their stuff.

It works this way—if your entry is selected as the monthly winner, you get $150 for sendin' in the photo; the cutie gets $350 for modeling at our studio or choice of location. (Girls, send in your own photo and grab the whole $500!) We'll even throw in round-trip air fare and deluxe accommodations at a hotel Spider doesn't know about (or isn't allowed into) and maybe—just maybe—even a ride on one of our Hogs.

The contestants are selected by our lecherous staff, and the winner is determined by your votes, based on how many votes are received over the phone by calling 1-900-234-BIKE and punching in the Fox's extension number adjacent to her photo (if a brother can't get through on the phone, he can still send his vote by mail).

Final judging will partially be based on the contestants' reasons—in writing and in a taped phone interview—for wanting to pose for *Easyriders*. Potential voters will be able to hear the taped interviews at an 89-cent-per-minute rate.

All entrants must be 18 years of age or older, and the model release form on this page must be *completely* filled out, signed in front of a notary, and sent along with the entry photos. Entries without notarized releases cannot be used, unless the model release form is accompanied by a photocopy of the model's driver's license, showing signature and photo of the model. (It's easier than it sounds.)

Ladies, one last favor. In your own sweet, legible handwriting and in 25 words or fewer, tell us what you like best about motorcycling (bikes, parties, men, etc.). Remember, your message will also be taped over the phone for the voters to listen to when they call to vote—and it just might make the difference between a no-go and a hell-yes, so give it your best shot.

Photos must be black-and-white or color prints or color slides—no negatives (color slides are best). Sorry, no photos can be returned; all entries become the property of *Easyriders*.

Readers, exercise your God-given right as a biker and a reader of this rag. You can call in for this issue starting September 1, 1989. It's easy. Look the girls over and note the extension number of the lady who entices you the most, then call 1-900-234-BIKE, and Clean Dean will answer and take you through the motions. You'll get to find out just how far these girls will go to get your vote. If you're not into her comments about our lifestyle, you can vote for another girl. If for some reason, Ma Bell's on the rag and you can't get through, write the name of the girl you like on a postcard or the back of a sealed envelope and send it to #196 *Easyriders* Fox Hunt, Box 3000, Agoura Hills, CA 91301.

Here she is, bros, the sixth monthly winner in our 11th Annual Fox Hunt—Gabriela, from New York, New York. See more of her next issue.

The deadline for voting for this month's issue is September 30, 1989. We'll print the winner in the February issue.

Don't forget to vote. These girls are depending on you.

FOX HUNT
Box 3000
Agoura Hills, CA 91301

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I hereby give *Easyriders* Magazine, its successors and assigns, and those acting under its permission or upon its authority, permission to copyright and/or publish any photograph and/or use any taped interview of myself with or without using my name, and to keep changes in or additions to such photographs, portraits, or interviews in such manner as shall seem proper to their use. I also understand that editorial matter will accompany these photos. I certify that I am of full age (18) and am possessed of full legal capacity to execute the foregoing authorization.

I further agree that if I am selected, that for valuable consideration this will serve (along with other model releases I will sign) as permission to publish photos from the *Easyriders* photo session.

Model's Name ____________________
Address ____________________
City ____________ State ____________ Zip ______
Daytime Phone ( ) ______ Evening Phone ( ) ______
I am ____________ years of age, born ____________
I will pose Topless ____________ Full Nude ____________
I will give a 30-second taped interview ____________
Model's Signature ____________________
Notary ____________________

Photographer's Name ____________________
Address ____________________
City ____________ State ____________ Zip ______
Daytime Phone ( ) ______ Evening Phone ( ) ______
Photographer's Signature ____________________
Notary Seal

Instead of Notary, you may send a photocopy of your picture I.D. that shows your signature and photo.

In your own handwriting and in 25 words or fewer, tell the staff what you like best about motorcycling.

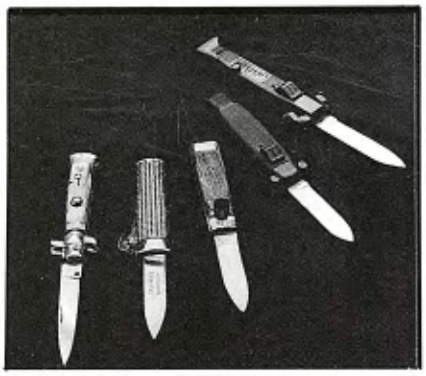
What I like best about motorcycling: (25 words or fewer)

____

____

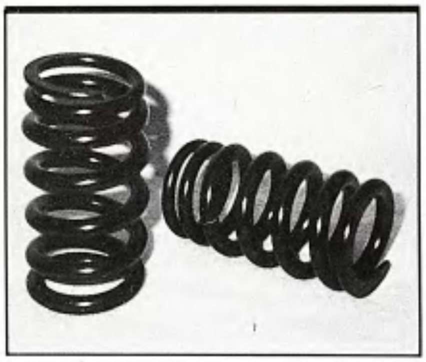
PARTS BOX

Tell 'em Snake sent ya.



SHARP-EDGED CATALOG

The Edge Company, distributors of all sorts of knives and sharp objects, just came out with their new catalog. They actually profess to carry 22 free knives and are sponsoring a "Mystery Man" contest (the winner could take home a grand). The catalog costs three bucks, but to our readers it's free; just call (800) 445-1021 and tell 'em Snake sent ya.



GET STIFF WITH TN SPRINGS

Wanna stiff spring in your Softail? Now it's available. The company that got you down with their lowering kit can get you stiff with this 25-percent heavier-duty, high-performance spring package. Tony got tired of riders complaining about their mushy ride and he finally was overcome with thoughts of mushy rides, mushy cereals and mushy beds, so he did something about it. These babies are made from 6150 chrome vanadium spring steel and carry a 25-percent heavier punch than stock. For more info write or call TN Engineering, Dept. ER, P.O. Box 393, Belle Vernon, PA 15012, (412) 929-8767.

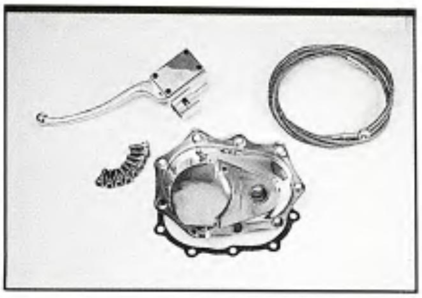
EVOLUTION VALVE SPRINGS

Crane Cams, out of Florida, now manufactures complete sets of valve springs plus keepers with steel or titanium retainers for Evolutions. For more information on the spring sets or their extensive line of cams, contact Crane Cams, Dept. ER, 530 Fentress Blvd., Daytona Beach, FL 32014.

ROADWARRIOR O-RING CHAIN

Here's a chain built by Americans for Americans and rumor has it that O-ring chains last four times as long as your standard chain—for me that's about two months. Trip at U.S.A. Motorcycle Parts Ltd. says, "This high-tech, high-torque monster chain is the toughest American-made drive-chain you can get. It's got hard and centerless ground pins that are made of a special alloy steel. The high-tech internal lubricating system in essence turns each link into it's own sealed bearing."

These guys are up on their chains. They may not be General Motors when it comes to packaging, but if the chains are as good as they profess, one will be on my scoot before happy hour. For more information call U.S.A. (505) 326-4143.



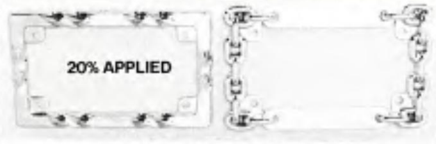
HYDRAULIC CLUTCH CONVERSION KIT

Here's a self-adjusting hydraulic clutch conversion kit for 4-speed Big Twin models from Nempco. It features a polished, heavy-duty 356-T6 cast-aluminum transmission end-cover which will accept early or late throwout bearings and most kicker arms. The handlebar master cylinder is machined from billet aluminum and is fashioned after the Sifton brake master cylinder. And the braided stainless steel hose is 6 feet 3 inches long. For more information write Nempco, Inc., Dept. ER, P.O. Box H, Foxhill Park, Foxboro, MA 02035

BIG BAG

I've been running into a problem lately of packing my grungy gym stuff and homework back and forth to the office on a rigid frame without racks or saddlebags. This Sportbag might help. The main compartment is roomy enough to carry a stack of weight belts and it also comes with a bunch of pockets—some zippered, some not; with a large expandable pocket in the front of the bag. For more info write Vetter Products, Dept. ER, U.S. Route 136 East, Rantoul, Ill. 61866. Hope I can get it in some other color than white. ■

MILLION DOLLAR CLEARANCE SALE
JOIN OUR DISCOUNT CLUB AND RECEIVE A 20% DISCOUNT ON YOUR FIRST ORDER
NOSTALGIA-CYCLE, 5761 Engineer Drive, Huntington Beach, CA 92649



20% APPLIED

"NEW" CHAIN & TWIST LICENSE FRAMES

1051	Chain license frame, red	$11.96
1052	Chain license frame, white	$11.96
1053	Chain license frame, chrome	$11.96
1055	Chain license frame, black	$11.96
1056	Chain license frame, gold	$13.56
1071	Twist license frame, red	$11.96
1072	Twist license frame, white	$11.96
1073	Twist license frame, chrome	$11.96
1075	Twist license frame, black	$11.96
1076	Twist license frame, gold	$13.56

THEFT RESISTANT FASTENER KITS

853	Chrome, 2-screws, 2-nuts, special key	$3.96
854	Black, 2-screws, 2-nuts, special key	$3.96
857	Gold, 4-screws, 4-nuts, special key	$7.96

NO FURTHER DISCOUNT

WITH STAINLESS FASTENERS

LOWERED EXTENDED FOOT PEGS FOR SOFTAIL & FX MODELS

49127-89 Footpeg supports (2) polished $44.95

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8-BALL VALVE STEM CAPS

IFP-1	Black (2)	$2.36
IFP-1	Black (2) #8	$2.36
IFP-2	Blue (2) #2	$2.36
IFP-3	Red (2) #3	$2.36
IFP-4	White (2) cue	$2.36
IFP-5	Yellow (2) #1	$2.36
IFP-6	Purple (2) #4	$2.36

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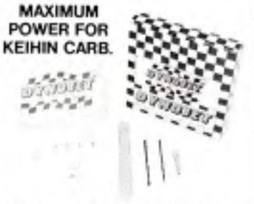
LT-1 $39.95



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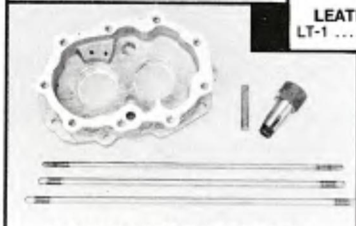
MAXIMUM POWER FOR KEIHIN CARB.

TUNERS KIT FOR KEIHIN "CV"

24-224 Tuners kit, 89-* XL, FL w/instructions FX $63.96



5 SPD KICKSTARTER ADAPTOR

33030-80 Adaptor 80-86 5-spd $87.96

FORK TUBES FOR BIG GLIDE 48-76 FLH 1200cc

$75.00 (w/spacers)

T4032	stock chrome (2)	$75.00
T4033	2", chrome(2)	$75.00
T4002	4", chrome (2)	$75.00
T1018	6", chrome (2)	$75.00
T1019	8", chrome (2)	$75.00
T1020	10", chrome (2)	$75.00

20% APPLIED

ELIMINATOR II SU CARB. KITS FOR EVO.

EV-61 Kit w/EV 10 adaptor polsd/dome, adapt $204.00

EV-6-21 Kit w/upswp manifold polsd dome/manfld $204.00

ELIMINATOR II SU CARB. KIT POLISHED/SHVL/PAN/SPT

RE-61 Spt/shvl, 5.0 tank $204.00

RE-62 Spt/Shvl. 3.5 tank 204.00

20% APPLIED

MORRIS MAGNETOS

M 5	Magneto, auto advance 70-* FL, FX	$508.00
MM74L	Magneto, man. advance 70-* FL, FX	$399.96
MM74E	Magneto, Pan/E.Shovel 36-69 FL	$291.96
MM2	Magneto, man. advance 71-80 XL	$291.96
MM3	Magneto, man. advance 57-70 XL	$291.96

20% APPLIED

"SUPER" SERIES CARBURETOR

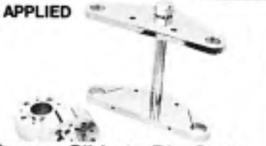
100-3 SUPER CARB KIT, 1⅞" Shovels with rubberband heads $192.00

Note: Specify application.

NO FURTHER DISCOUNT

REAR CHAIN TENSIONER

15021-2158-84	FL, FX	$52.95
15021-22	84-* FXST	$52.95
15021-23	57-81 XL	$52.95



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Narrow Glide to Big Glide Conversion Kits

CONVERSION KIT FOR EARLY SPORTSTER WITH ⅞" NECK - 1973-1978

T2516	Kit w/hub spcers	$280.00
T2517	Kit w/o hub spacers	$188.00

CONVERSION KIT FOR 78-* FX - 1" NECK

T2518	Kit w/hub spacers	$280.00
T2520	Kit w/o hub spacers	$188.00

CONVERSION KIT FOR 78-* XL, 15/16 NECK

T2519	Kit w/hub spacers	$280.00
T2521	Kit w/o hub spacers	$188.00

CONVERSION KIT - 84-87 NARROW GLIDE

T2584	Kit w/hub spacers XL, FX, FXR	$280.00

CUSTOM TREES FOR BIG GLIDES

T2513	Custom, cr. std width	$122.00

TO ORDER

TO ORDER: By phone UPS COD or charge to your VISA or M/C. By mail: Send cashiers check or M.O. Freight charges will be sent UPS COD. Foreign must remit 20% additional for freight. To obtain the 20% discount you must either be a member of our Discount Club or mail in your order.

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8 MM CLOSED PRIMARY — ELECTRIC START

P-41-61	65-78 Spline Shaft, 1½" belt	$206.80
P-41-61A	79-84 Spline Shaft, 1½" belt	$206.80

8 MM OPEN PRIMARY — KICK START O

P-47-76-C	19377-54 Taper Shaft, 2" belt	$218.80
P-47-76-F	1955-84 Spline Shaft, 3" belt	$272.00

8 MM OPEN PRIMARY — 74 & 80 KICK START

P-47-76-E	1937-54 Taper Shaft, 3" belt	$272.00

8 MM CLOSED PRIMARY — KICK START

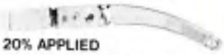
PE-39-62	1937-54 Taper Shaft, 1½" belt	$178.36
PF-39 62	1955-64 Spline Shaft, 1½" belt	$178.36
PL-40-62	1965-77 Spline Shaft, 1½" belt	$178.36
PLL-41-61	1978-84 Spline Shaft, 1½" belt	$178.36

11MM BELT DRIVES

P-31-47-1	37-54 Taper Shaft	$210.80
P-31-47-2	55-64 Spline Shaft	$210.80
P-31-47-3	65-84 Spline Shaft	$230.00
P-31-47-4	65-84 Spline Shaft	$260.40
P-31-47-5	78-84 Spline Shaft	$274.40
P-31-47-6	Spline Shaft	$274.40

20% APPLIED

CHROME FENDER STRUTS



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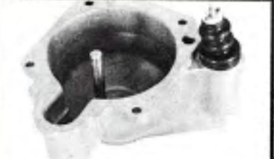
FENDER STRUTS FOR SPORTSTERS

59950-81 Fender struts (2)... chrome 81-* XL $52.40

S A V E



SUPER BOWL FOR S & S CARBS

SB-0270	Late, 2/cable	$63.96
SB-0271	Early, 1/cable	$63.96

AMERICAN MADE

20% APPLIED

HEADBOLT COVERS FOR EVO. MODELS

RS-1	Chrome (4) 83-85 Evo.	$19.96
RS-3	Chrome (4) 86-* Evo.	$19.96

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REAR SHOCKS

$75.00 WHILE THEY LAST

AMERICAN MADE HEAVY DUTY 13 GAUGE STEEL

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ANTIQUE REPRODUCTION REAR FENDERS

59612-41	RIGID w/braces 36-57 FLH	$75.00
59612-29	RIGID w/braces for 45's	$75.00

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59000-36	Fender w/ braces 37-48 FL	$75.00

SHOCK ABSORBERS & ACCESSORIES

54500-58	Rear (2) w/o covers 13½" 58-72 FL	$127.96
54501-58	REAR (2) w/covers 13½" 58-72 FL	$119.96
54509-73	Rear (2) w/o covers 12" 73-* FL, FX	$99.96
54500-73	Rear (2) w/covers 12" 73-* FL, FX	$83.96

CHROME SHOCKS FOR SPORTSTERS

54501-82	Rear (2) 79-86 XL, FXR	$127.96

20% APPLIED

5-STUD CLUTCH HUB W/BIG FIX & RAM JETT RETAINER

26-501 5-stud, w/Big Fix & Ram Jett $83.96

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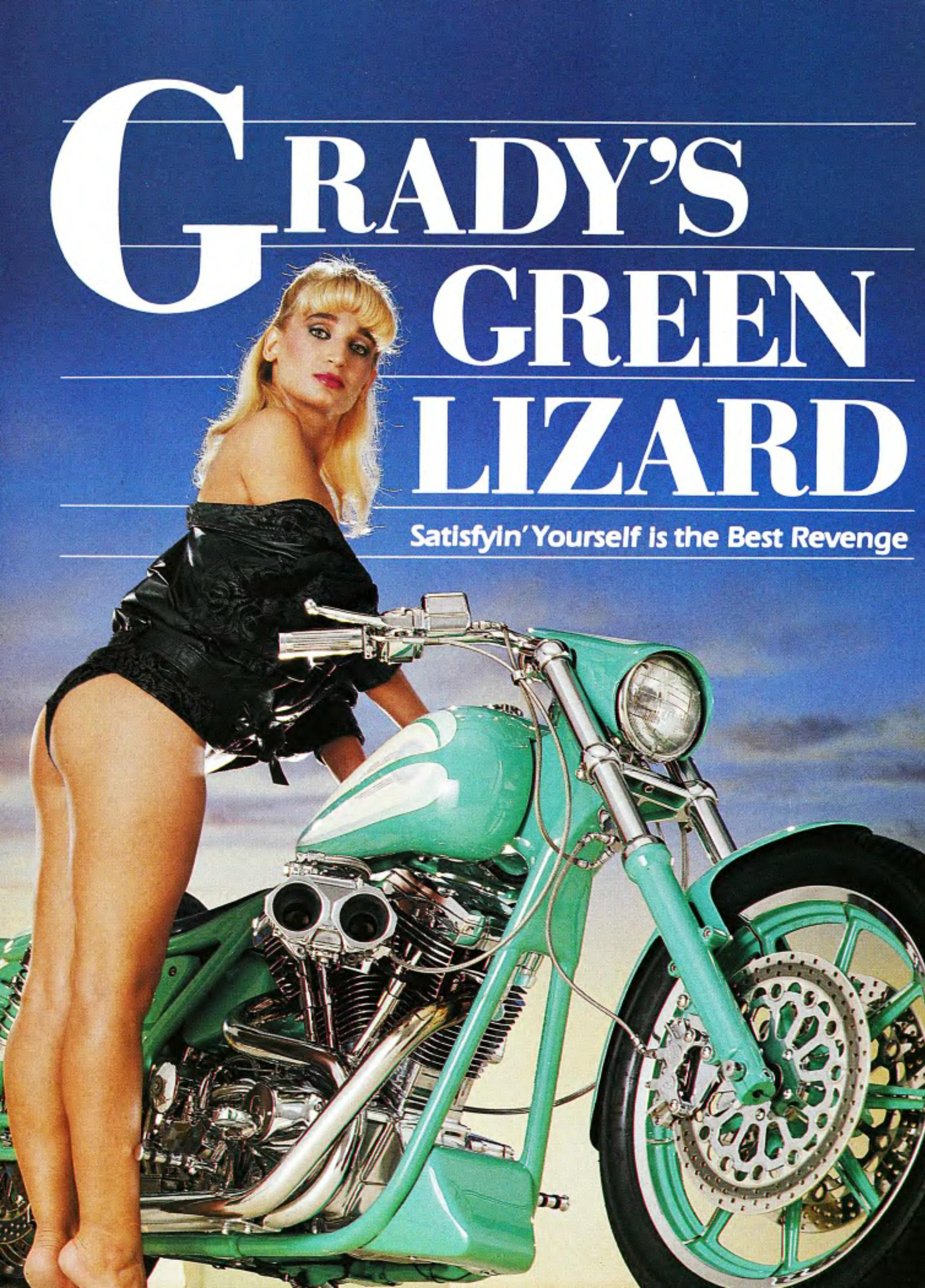
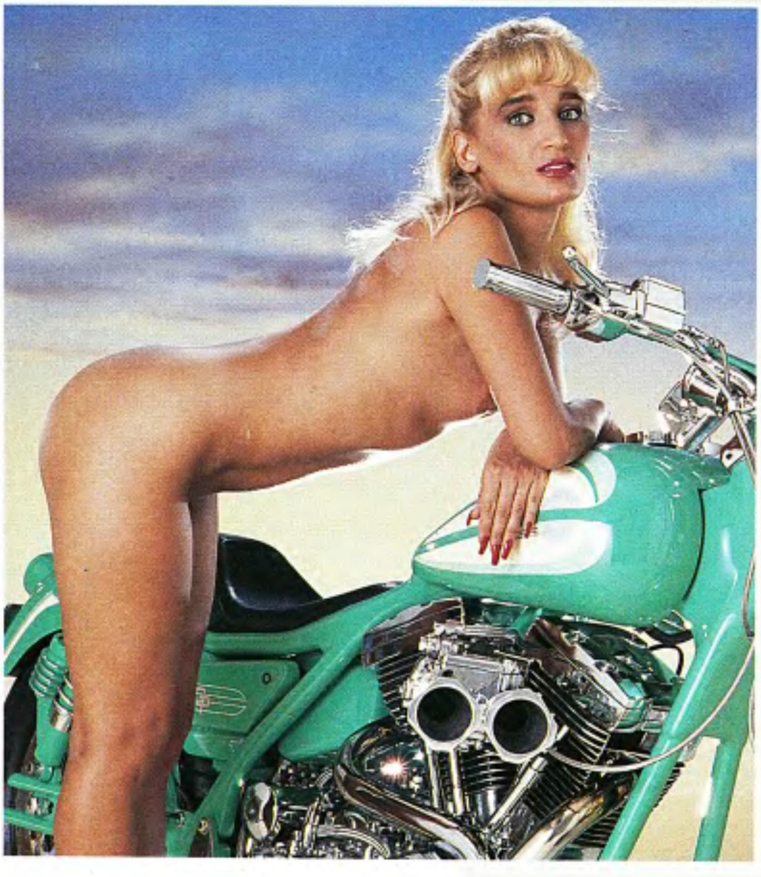
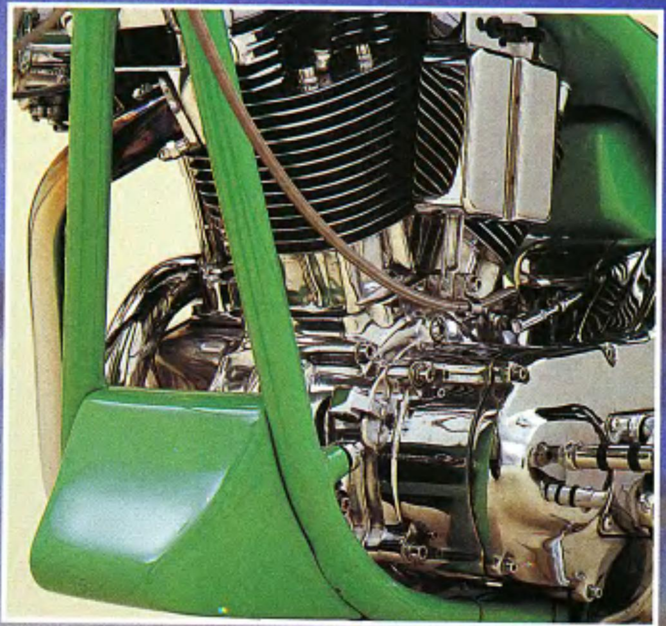


Grady Pfeiffer has had it up to here with the veiled snickers and behind the back stabs at his choice of color on his new ride. Frankly, he couldn't give a rat's ass. In typical biker fashion, he doesn't lose any sleep over what the hell the others think. His stretched, pea-green Evolution with the Southwestern art motif on the tanks, fenders, and battery cover is just what he wanted.

Grady knows full well he's flyin' in the face of a hallowed biker tradition (or myth?) that goin' green on yer ride is askin' fer trouble. Grady's got the balls to welcome whatever trouble wants to come his way. Whether it's in Daytona Beach for Bike Week, Garberville, Cal. for the Redwood Run, Sturgis, South Dakota at the Black Hills Classic, or any number of other runs, the bottom line is puttin'. And he does.

The FXRC, which was originally owned by a car dealer who stored it instead of rode it, was pulled apart by Grady in his garage last October, then each section was gone over with a fine-tooth comb. It was raked twice, the frame got stretched some, and molding and metal bending was done all over by Bill Westbrook and the





competent hands of Darrel Hayes. Bill was particularly instrumental in altering the rear fender to accommodate the desired 160 tire. Hayes devised the coil mount, derby cover, and velocity stacks. The rubber glide's belt was shaved, its rear fender opened, and dual off-road gas shocks and dual caliper brakes were added. The late, great Jim Davis did one of his last jobs here when he modified the Ness swingarm. Joe Wiggins at Williams Motors performed a complete rebuild.

And ain't that what custom bike buildin's all about, anyway? You do your own thing, creatin' realities in metal that

began as images in your head and makin' your way to the highway your way.

Grady, a high-tech Hamster if there ever was one, has gone one step beyond himself in creating the ultimate fashion statement of his genre. Sure, he knew he'd be takin' some grief from his pals over the color selection, but Grady could care less. He's been through it before. If it ain't someone bitchin' about his flashy ride, then it's a wife, or two, or three, bitchin' about the bitches that inevitably show up when you make the runs that keep ya youthful.

Hey, but it's worth it.

Brenda, the sweet lookin' fox draped over it, out of the Harrisburg, Pa. area, couldn't agree more. She recently got her first taste of bikers and the lifestyle when she shacked up with a bro named Snake. (Not ours.) Like all good things, it hadda end. Snake's free again, back on the road, and Brenda's wiser an' none the worse for wear. This bike is just the thing she'd like to use in her go-go dance routine at the Railroad House. Grady'd rather have it out on the road, but maybe he'd let her use it at the Stockade Bar in Deadwood, where he once again spent part of his Sturgis run.

—Crabby

Photos by Raiko Hartman

Owner: Grady Pfeiffer		**City:** Studio City, California		
General	**Frame**	Heads: William Motors	Oil tank: H-D	
Fabrication by: Bill Westbrook	Year: 1986	Cam: Kately K-1	Oil system: Williams Motors	
Year and make: 1986 H-D	Builder: H-D	Lifters: Sifton pushrods/valve springs	Primary cover: H-D	
Model: FXRC	Type: FX	Carb(s): 40mm dual Dell'Orto	Seat: Bar Ent.	
Value: it's a secret	Rake: way out	Air cleaner: velocity stacks	Sissybar: are you kidding?	
Assembly by: Grady Pfeiffer	Stretch: some	Pipes: Westbrook/Ness	Height: n/a	
Time: eight months	Other alterations: enough	Muffler(s): none	Material: n/a	
Chroming by: Astro Plating	**Accessories**	**Transmission**	**Forks**	
Engine	Bars: Westbrook/Ness	Modifications: close ratio 1st gear	Type: 1988 FXLR	
Year: 1986	Risers: none	Year: 1986	Extension: none	
Model: Evolution	Fender(s): H-D modified	Shifting: foot/5-speed	Builder: H-D	
Rebuilder: Williams Motors	Headlight: H-D	Engine sprocket: stock	Special features: none	
Ignition: Dyna "S"	Taillight: H-D modified	Trans sprocket: stock	**Wheels**	
Displacement: 89 cubic inches	Speedo: Arlen Ness	Wheel sprocket: stock belt	**Front**	**Rear**
Lower end: S&S	Front pegs: Arlen Ness	**Painting**	Size: 19-inch	Size: 16-inch
Balancing: William Motors	Rear pegs: Arlen Ness	Molding: Bill Westbrook	Hub: H-D	Hub: H-D
Pistons: H-D	Electrics: 12-volt	Painter: Bill Westbrook	Rim width: stock	Rim width: stock
Cases: polished	Gas tank: H-D modified	Color: Irish green	Tire: Metzler	Tire: Metzler
		Type: lacquer	Brake: Perf. Machine	Brake: Perf. Machine
Special paint: Bill Westbrook				

Special modifications: Works Performance rear shocks, Arlen Ness swingarm, Darrel Hayes coil mount, velocity stacks, derby cover.
Special thanks to Williams Motors and Bill Westbrook.

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CALIFORNIA TRIKE-IN—October 6-7-8 in Perris Lake near LA. Sponsored by Brothers of the Third Wheel. For info, write 1229 S. Monterey St., Alhambra, CA 91801, or call Jay at (818) 281-0706.

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FALL PICNIC & PIG ROAST—September 16 in Chicago at LaBagh Woods. Sponsored by ABATE of Chicago, For info, write 4034 W. Montrose, Chicago, IL 60641, or call (312) 286-8079.

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6TH ANNUAL FARMINGTON NATIONAL FINALS—October 21-22 in Winston-Salem at Farmington Dragway. Sponsored by Harley Drag Racing Association. For info, write Box 1429, Elon College, NC 27244, or call (919) 229-4877.

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Goldilocks and the Three Bikers

By The Dane

Once upon a time... there were three bikers who lived in a shack on the edge of town. One biker was a great big, mean sonuvabitch, one was a medium-sized, good-lookin' dude, and one was a little weasely bastard. All three of the bros rode Hogs, naturally, and kept 'em parked smack in the middle of the living room floor. They loved nothing better than chasing pussy, riding their scooters, and partying their brains out, but, aside from these virtuous pastimes, the three bikers were as different as all git-out.

The great big, mean sonuvabitch rode a chopped knucklehead with fishtails, apehanger bars, a radically long springer, and one mutha of a badass mill. The medium-sized, good-lookin' dude putted his pretty butt around town on a late-model shovel dresser with a custom paint job, a stereo powerful enough to knock down low-flying sparrows, and enough lights to handle night games at Wrigley Field. The little weasely biker kept his rat pan parked over a crack in the floor, so's the oil slick wouldn't reach the TV, and the less said about the Duct Tape Special, the better.

The biggest, baddest, biker drank his liquor straight outta the bottle, and woe be to the man who messed with it. The good—lookin'est one preferred his fine wines, and always kept a bottle or two of something exotic and unpronounceable around. The Weasel, on the other hand, could and did drink anything from champagne to snake piss, but loved beer best of all. As he often said, "If 'n it don't make ya belch, fart, or go crazy, what the hell good is it?"

The biggest biker slept on the floor of his room in two zipped-together sleeping bags, and used a Chicago phone directory for a pillow. The handsome dude snoozed in style on a waterbed with satin sheets, down pillows, and a built-in stereo, while he watched his handsome self looking back at him from a big mirror on the ceiling. Meanwhile, the Weasel used a greasy, cum-stained mattress thrown in one corner, and rested his head on two old copies of *Hustler.* (Not entirely lacking in taste, he used *Penthouse* when expecting company.)

One morning, the three bikers were getting ready to suck down their breakfast brews when they discovered, to their horror, that the beer from the previous night's run had never made it to the fridge. As a result, all three six-packs were as warm as newly-spawned urine specimens. After a few minutes of cursing, name calling, and general sniveling, the three bikers decided to stash their tepid suds in the freezer and hoof it down the block to see if they could score a couple free doobies off an old buddy to get them through the morning. And so, off they went.

In just a little while, the heroine of this tale made her appearance. She was a sexy little slut by the unlikely name of Goldilocks, and after two straight days of hard partying all over town, the poor floozy needed a place to crash. The three bikers' house seemed to fit the bill perfectly—it was unoccupied and it was close. And so, a giggling Goldilocks tiptoed, as best she could, up the porch steps, opened the front door a crack, and peered inside.

The very first things she saw were the three scooters parked in the middle of the otherwise classless living room.

"Holy shit!" squealed Goldilocks. "These muthas are bikers! I'm gonna check out these sleds!" And she proceeded to do just that, sitting her succulent little butt on each bike she came to.

First, she sat on Sonny's chopper, making "Brrmmm! Brrmmm!" noises and twisting the throttle, which flooded the bike at once.

"This sonuvabitch must have a cast iron ass!" she bitched, squirming on the rigid's hard solo seat.

Next, she let herself sink into the fleece-covered, extra plush, super soft, hydraulically-sprung seat of Dude's dresser.

"Damn!" she sneered, fingering the paint job, "Either this guy's got 'roids or he's a fairy fer sure!"

Finally, after dusting off some of the accumulated crud from the duct-taped, once-upon-a-time stock seat of Weasel's rat, Goldilocks plunked herself down on it and sniggered, "Shit, the guy's a pig, but at least I can sit on his bike without breakin' my ass or sinkin' in up to my pits!" So saying, the hapless whore managed to knock the pan's makeshift kickstand just far enough past the fail-safe point so that the unwashed scoot fell with a crash the second she dismounted.

"Oops!" she said wittily.

Then, Goldilocks wandered into the three bikers' kitchen to see if she could score something to get her through her hangover, which was beginning to gallop through her head like a herd of yak on PCP. The first thing she saw was Sonny's half-bottle of J.D., sitting lonesomely in the middle of the kitchen table. She uncapped the bottle and gave its potent contents a sniff.

"Better not," she warned herself reluctantly, giving her blonde curls a shake. "I'd barf fer sure!"

Next, she opened the fridge and immediately spied Dude's bottle of Chateau Margaux standing there.

Illustration by George DiLucca

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Goldilocks and the Three Bikers

"No way!" she gagged, "I might just as well stick my finger down my throat right now!"

In desperation, the hurtin' harlot tore open the freezer compartment. Her heart leapt with joy when she saw the three six-packs of Pabst the Weasel had so thoughtfully crammed inside before leaving.

"Far fuckin' out! There is a God!" trilled Goldilocks as she grabbed a beer in each sweaty mitt and sat down to do some serious post-party recovery work.

One half-hour and durn near one six-pack later, the poor blonde sweetie was feeling the effects of both the brews and two days of lost sleep.

"Oh, wow. I gotta get me some shut-eye. Wonder where these assholes crash out, anyhow?" she slurred. So, Goldilocks staggered down the hall to find the three bikers' bedrooms.

The very first room she came to had no door at all, having been reduced to splinters one night when Sonny forgot to open it in his hurry to reach the john after a bout with a batch of especially potent chili. One look at the sleeping bags on the bare floor and Goldilocks was ready to scram.

"Sheeit! I'm not bustin' my firm little buns on any hard floor! Mr. Hardass can if he wants to, but not this girl!" she exclaimed, nose in the air.

The next room she came to had not only a door, but a bed with sheets, pillows, and cover—in fact, everything a burnt-out biker bitch could ask for. However, all of these goodies covered the aforementioned big bag of water, and, after about seven or eight seconds of gentle, soothing, undulating motion, our heroine was ready to toss her cookies.

"I gotta (gag!) get offa (urp!) this bed (gurgle!)," moaned the poor tart as she hauled her quivering ass off Dude's rockin' and reelin' waterbed.

"Last chance," thought Goldilocks, teetering weak-kneed into the Weasel's room.

There before her, in all its seamy splendor, lay the grimy mattress—fuck books and all.

"This muthafucker is certainly consistent," Goldilocks noted, wrinkling her cute little nose. "Well, I suppose it's something between me and the floor, and it ain't movin'. 'Course, if I don't leave with any little critters I didn't come in with, I'll be a lucky girl. Oh well, Momma never said life would be all dope and dicks." So saying, the plucky bimbo plunked herself down on Weasel's mattress and passed out immediately.

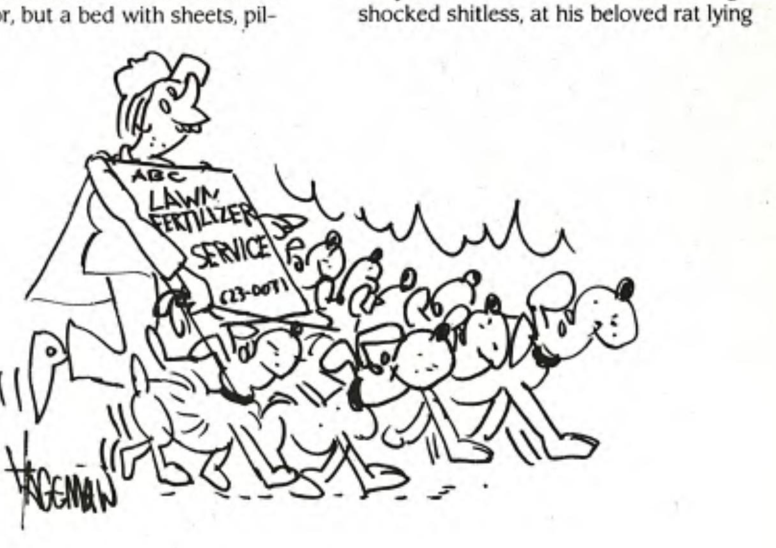
The little weasely biker kept his rat pan parked over a crack in the floor.

A short time later, the three bikers came home. They were laughin' and mellow as they walked through the front door, but things got real ugly real quick when they laid eyes on their bikes.

"Hey!" yelled the big, mean mutha, sniffing the air around his scoot. "Somebody's been fuckin' with my bike! They flooded it! I'm gonna kill the sumbitch!"

Noticing the smudges on his freshly polished tanks, the good-lookin' dude screamed, "Somebody's been fuckin' with my bike too! I'll die if they scratched it!"

By this time, the Weasel was staring, shocked shitless, at his beloved rat lying



on its side in its own seepage. "You assholes should complain! Look at my fuckin' bike! Heads are gonna roll, bros!"

After a few moments creatively spent swearing, cursing, and cussing out all of the higher deities and threatening gory mayhem on whomever had assaulted their defenseless scoots, all three bikers decided they needed a drink to soothe their frazzled nerves. So off they went to the kitchen. That's when the ol' crap really hit the turboprop.

"Great leapin' goat turds!" bellowed the biggest biker. "Somebody's been messin' with my bottle, too! They're gonna die fer sure now!"

"Oh, God! Someone left my bottle of Chateau Margaux uncorked! And now it's room temperature, as well! Why was I born?" whimpered the dude with the dresser.

"You sniveling crybabies think you got troubles?" growled the Weasel, eying the pile of empties littering the floor at his feet. "Somebody's done drunk up a good share of my fuckin' beer! It's time to kick some serious ass!"

But the three bikers had one more surprise waiting for them before the morning was over. Suspecting the worst (but hoping for the best), the three bikers snuck down the hall toward their bedrooms. Pulling his trusty Buck, the great big, mean sonuvabitch entered his room with a bound, fervently hoping to catch the skulking bastard who had been causing him and his buddies so much grief.

"Oh, hog balls. Nobody's here." he grunted disappointedly.

Next, the medium-sized dude sprang through the open door of his room with an "Aha! Gotcha!" on his lips. This quickly changed to an "Aw, shit." when he spotted the mussed-up sheets and pillows on his empty bed.

Lastly, the little weasely bastard slunk silently into his bedroom, faithful crescent wrench in hand. A second later, he locked the door behind him. A minute more passed without so much as a peep being heard, and that was just about as much suspense as the other two bikers could handle.

"Hey!" yelled the biggest biker. "What the hell's goin' on in there, Weasel? Did you find the asshole or not?"

"Yeah," echoed the medium-sized dude, "We haven't got all day. What are you doin' in there—playin' with yourself?"

Amidst a volley of nasty sniggers and tipsy giggles came the Weasel's reply, "Hold yer horses, muthafuckers!" Revenge is sweet, paybacks are a bitch, and just as soon as I finish paying back this sweet little bitch, I'll be right with ya. You know me—I never wuz one to hold a grudge fer long!"

So at least one of the three bikers lived happily ever after. Or . . . at least until his next trip to the clinic. ■

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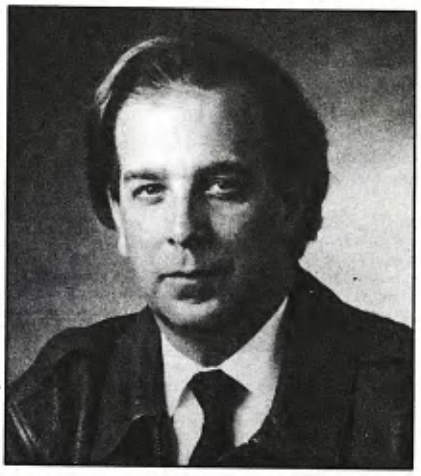

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Rod: This day is ours, I am yours. Together forever. I'll never let you go. Our lives are one, pasts are gone. Truly be mine, and love me forever until the end of time. **Rod & SunShine** hitched up and tyin' the knot, September 2, 1989. (196)

Biker's don't wear a facade; neither does Jesus. He's up front, honest, stand up, the Son of God. He preached the gospel to the poor and went about doing good. He told about the good samaritan who helped a down dude when those with a reputation to protect passed by. How to get eternal life? Receive Jesus, love God, and yer neighbor, and "go thou and do likewise" as the good sam did. Luke 10:37. Why? Jesus won't pass you by if you don't pass him by. John 8:51. Amen. Hundredfold, Box 582011, Tulsa, OK 74158. (196)

Buy & trade new used biker duds from hats to boots. Catalog $2. Larsen Leathers, Box 33, Riner, VA 24149 (703) 382-4668. (200)

New Identity. Report details how it's done. Send $10 to Newman 12311 NE Glisan, #239, Portland, OR 97230. (198)

PRISON SUBS: Locked-down bros and sisters, subscribe to *Easyriders* for only $14 a year (U.S. funds only, please). Mail to: *Easyriders*, Box 3752, Escondido, CA 92025. Allow 6-8 weeks for delivery of first issue.

DAVE BURR #84A0365: Contact my wife, Robin Pitt, 62 Westview, Springfield, VT 05156. Pike, Elmira, NY. (196)

Dave: Thanks for Bike Week Myrtle Beach '89. May it live forever in our memories. Miss you. Dave's Bitch. (196)

Anyone knowing the whereabouts of Gary Walden from Midwest City, OK: Your bro Rip and his ol' lady Cathy would visit soon as contact is made. Contact us, Rip & Cathy, Rt 2, Box 109, Hico, TX 76547. (196)

Sexy biker fox will send you 2 sexy photos and letter for $5. Marilyn c/o *Easyriders*, Box 3000, Agoura Hills, CA 91301 (196)

Scooter Mates: Introduces biker men and women. 15 FREE profiles! Name and address to: *Scooter Mates*, RD 7, Box 94, Middletown, NY 10940. Sorry, no inmates. (196)

$200 reward for any information leading to the person(s) who swiped my jacket at the Redwood Run 1989. Had 9 years of pins, a 75th anniversary patch and a Low Rider patch on the back. Ben & I were camped at the 1st tree on the left, with fire. It wasn't one of us bikers. A wannabe or sidewalk commando did it. Keep eyes open friends. See ya next year with a less trusting attitude. Thanks Mike, for the chaps. Bob Shipe, Rt. 1, Box 223, Taft, CA 93268 (805) 763-1169. (196)

Lor-Lore: Happy Birthday. Daddo recovering from operation. Fine as of June 1. Squeezed his sore stitches just for you. Aunt Marie in California. Supreme court upholds the 4th. Violation results in all evidence being dropped if it's proven. Nephew graduated, works driving truck in town. Plans college with grant. Love, hugs, kisses, Mom and Daddo. (196)

Drug Urinalysis: The only fool proof way to successfully pass urinalysis testing. Send $6.50 for complete details to F.B.K. Ltd., Box 10416, Merrillville, IN 46410. (196)

Harley-Davidson in England. Sales, spares, repairs and service offered to American bikers. Everything Harley including shop T-shirt postal service. Motique, 1 Clay Corner, Chertsey, Surry, England 0932-564306. (197)

AUSSIE TOURER. I am coming to the States late this year, or in early 1990. I would like a place to stay and to meet good biker people, interested in runs and parties. Will be buying a bike when I get there and touring. Anybody with good tips for a good holiday, please write to: Alan Young, 30 Bargo St., Arana Hills, Bris, QLD 4054. (196)

FOR SALE: Successful California Beer & Wine "Scooter Bar." $90,000. Tina Z. c/o *Easyriders*, Box 3000, Agoura Hills, CA 91301. (196)

"Bo" Dennis Lee Messer: Beep needs you. Get in touch with him! You can get him out of the joint. Write Izzy, c/o *Easyriders*, Box 3000, Agoura, CA 91301, and she will help.

Robert: I want to thank you, Kathy, and Richard for keeping my spirits up when they were down the most. It was hard on me & Jade when the old lady ran out on us. Be looking forward to the run to Daytona with you bro, "Snail." I say it in '89 too, but to Sturgis SD. (196)

Horrible Harry–Milwaukee Outlaws: Beezer needs to talk to you. Contact Terrible at (303) 466-4248 for message out. (196)

TONYA BURGESS: I haven't heard from you since '82. Are you still in Las Vegas? Call or write Lionel Thomas, Box 30032, Bakersfield, CA 93385, (805) 326-8150. (196)

DRUG TESTING CONQUERED! PASSING THE URINE DRUG TEST IS EASY GUARANTEED. MANUAL $5. Wilshire Labs, 2521 Hazlett Ave., R.R., Warwood, WV 26003-E. (197)

TRIUMPH, BSA, NORTON parts catalog $1. Xanders' Britbikes, 1280 Stringtown, Grovecity, OH 43123-9743. (197)

Happy Anniversary David: One year on September 24. I love you. Your babe always, Carrie. (196)

WORLD'S LARGEST SINGLES MAGAZINE. Photos, descriptions. Ladies, men needing mates. *League*, Box 5637-ESR, Reno, NV 89513-5637. (196)

FREE! OVER 100 pictures of marriage-minded women worldwide. SASE to Margie Lee, Box 5637, Portland, OR 97228. (196)

ATTENTION EX-CONVICTS: Establish yourselves by asserting your rights to government benefits available to all convicted felons, regardless of sentence. Vocational training, business loans, grants, plus much more! Complete info., $10 (no checks) to: E-O Info, 3531 West Glendale, #101E, Phoenix, AZ 85051.

WIN $100 IN THE ULTIMATE BIKER CHICK CONTEST. Harley ladies only, no entry fees. Send SASE for application to: The Ultimate Biker Chick Contest, Box 871, Agoura Hills, CA 91376.

Children of all ages: Has life gotten too tough? Don't know which way to turn? Need a friend? I can help! Bennie Epperson #204-895, Box 56, Lebanon, OH 45036.

Black T's, screen-printed, "FLATHEAD KNUCKLEHEAD PANHEAD SHOVELHEAD BLOCKHEAD GIVE ME HEAD." Sizes: S-M-L-XL-XXL $7.95. Headrest Imprint, Box 3782, Louisville, KY 40201.

AMERICAN HANDMADE KNIVES: satisfaction guaranteed. Send $1 for catalog. Kessler Knives, Box 202, Elgin, SC 29045.

TEAR GAS FOR SELF DEFENSE: Legal in all states except NY and WI. Send SASE for info. No Felons or Minors. Roadside Resources, Suite 6, 1819 Pine Needles Tr., Chattanoga, TN 37421.

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Downed bros need money to start Harley workshop. Michigan DOC gave us until September 1989 to put it together, or lose the chance. With enough people helping out, the price of a 6-pack will get us the stuff we need. Send $ to: Tom "Frog" Rastall, Prison Project Committee, Box 217, Kingston, MI 48741.

Scooter Mates: introduces biker men and women. 15 FREE profiles! Name, address to *Scooter Mates*, RD 7, Box 94, Middletown, NY 10940. Sorry, no inmates.

SAVE BIG BUCKS! How to paint your scoot like the pros on a tramp's income. Step-by-step instructions. Start your own business at home. Booklet $6.95. W. Smith, Box 45, Dunkirk, NY 14048.

FRODO FRODO FRODO Missed your leaving Utah. Got some killer songs for *Warlock*. Write me on my new ship. Need talkin' immediately! Stay cool! Write EM2 Glenn Smith, USS Yarnell, E-Div., FPO New York, NY 09594-1141.

MISTLETOE BELT BUCKLES: gold or silver, $14.95. L.G. Products, 20993 Foothill Blvd., #120, Hayward, CA 94541.

Buy & trade new used biker duds from hats to boots. Catalog $2. Larsen Leathers, Box 33, Riner, VA 24149, (703) 382-4668. (196)

B.J.S.: You are the best thing to happen in my life in a long time. Maybe someday we can ride in the wind together. I love you Me.

Poonie: I love and miss you with all my heart. You will always be the only one. Love forever, Cheeseburger.

STORMY MONDAY: Last seen Phoenix. Contact your bro, Rocky. We need to ride again (414) 375-0239.

Cindy Kelp: I really wish we hadn't parted. I still miss you, babe. Say hi to Sara & Danielle. Love ya, Brian.

Peaches Wallace (October 1987, Foxy Rider): Write me! Lynn, 9963 Grey Cloud Island Dr., S. St. Paul Park, MN 55071.

Tom Grim, Columbus, OH: Remember the hayloft in Bremen. Retain the connection. Call ASAP. Lynn (604) 883-2923.

Prison-made belt buckles. Don Warren, Ellis I-290323, Huntsville, TX 77343.

Kirk and Gros, the two best friends ever. See you in two years. Thanks, Whit.

Frank M.P. of Leichfield: contact Rick in Lancaster, not Palmdale, 43300 Archwood.

"WANTED—CUM GUZZLIN' SLUT—APPLY WITHIN," great bumper stickers.. Send $2.50 to: B. Rakidzich, 2651 S. 8th Ave., #1001, Yuma, AZ 85364. (194)

ATTENTION all worldwide, coast-to-coast H-D riders: need custom-drawn tattoo & airbrush designs? James Cowboy Inman, Art of the '80s, has 1,000 designs that I'll sell or trade for patches, cards, T-shirts. Anyone who doesn't have faith write for one free design. $5 gets 3 small designs, $10 gets 5 designs (money orders only); or any lady mailing photos (show your body) gets 5 free designs; H-D shop cards or tattoo cards get 2 designs. All-designs available in color or black outline. Lets trade. Write to: James Inman (Cowboy), 202 S. 3rd St., Lamesa, TX 79331.

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You got it—just make a purchase of 25 bucks or more and ask for your free copy of **Easyriders** from any of the bike shops listed here. And remember to take this page with you when you're on the road—it's a handy guide to some of the best Harley parts and service outlets around.

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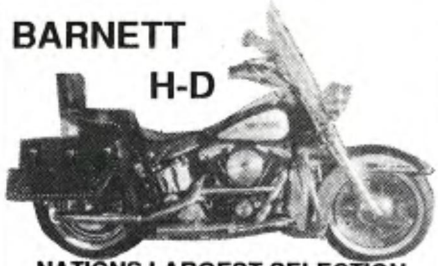

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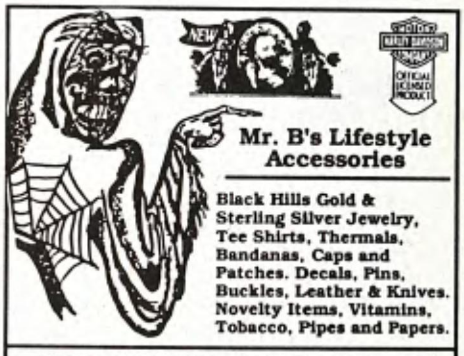

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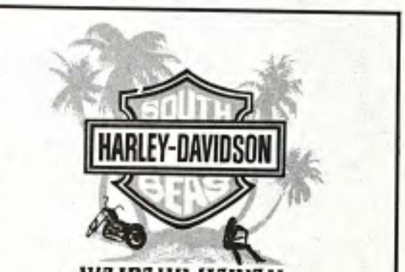

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But fortunately, for our sanity and our belief in freedom and hope for the future, there are people who recognize the plight of the often forgotten soldier. Ray Manzo, founder of Rolling Thunder with Artie Muller; and Jim Gregory, founder of the Run To The Wall; are three men who haven't forgotten the soldier. They

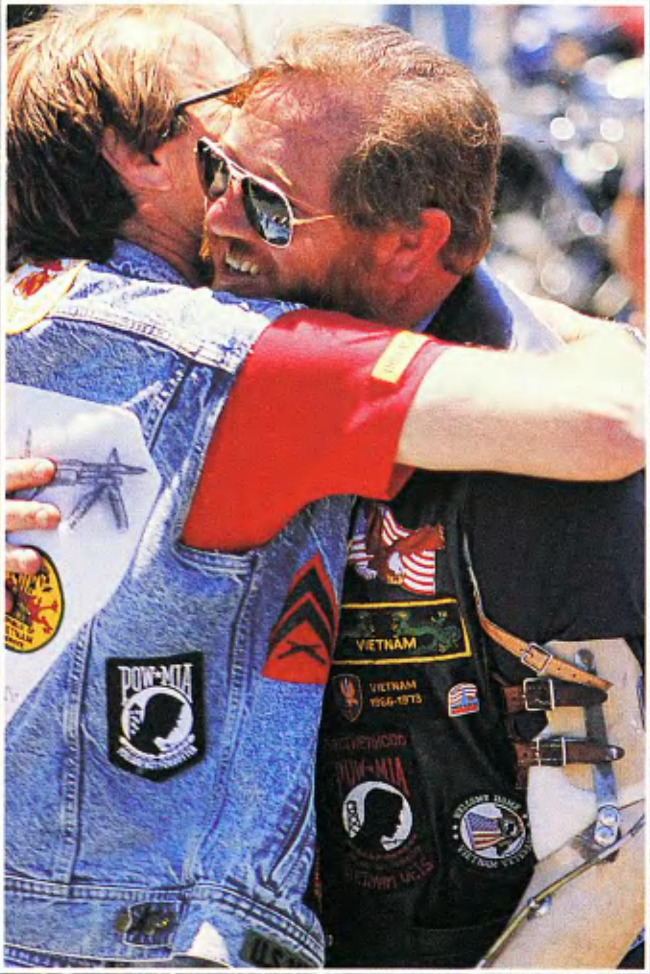
fervently believe veterans, and specifically Vietnam veterans, must be respected and recognized, and that our search for MIAs and POWs must be diligently continued.

This two-decade mission has burnt out many veteran associations that have faithfully sought the release of MIAs and Vietnam POWs—without the help and support of the American people. But through the efforts of the above men, the Vietnam Vets Motorcycle Club, and 30,000 scooter veterans who roared into Washington, D.C. on May 28, the vigil stays alive.

On May 19, James Gregory gave the call to, "Wind 'em up," for the first annual Run To The Wall, from San Diego, California to Washington D.C. On May 28, without incident or injury, 700 tanned and dedicated riders rolled into the Capitol city and met with some 30,000 other brothers and sisters from all over the country, for Sunday's high profile memorial Rolling Thunder II, run around the Capitol.

WHEN ONE AMERICAN IS NOT WORTH THE EFFORT TO BE FOUND, WE AS AMERICANS HAVE LOST

The brotherhood and sincerity was evident throughout the entire Memorial weekend, as the anticipation built for the mass run. It wasn't a protest or demonstration, but a commemorative run in honor of those who fought and died, those who returned, and those whose whereabouts are still unknown.



The run was eight miles long, and went from the Pentagon parking lot back around to the Arlington Cemetery bridge. The 20,000 bikes rode four abreast, so when the brothers and sisters returned to the Pentagon, bikes were still leaving—the loop was complete. The Rolling Thunder II run included over 2,000 members of the Vietnam Vets Motorcycle Club. Their liaison, and coordinator for the event, was Bo Brown from Pennsylvania. A great deal of credit also goes to the various ABATE groups throughout the country that assisted with the Run To The Wall, and organized getting the various groups to D.C.

Sunday was a moving day, not only for those who attended, but for the onlooking citizens and tourists of our nation's Capitol and veterans groups across the country. At the Arlington Cemetery, Gary Wietzel, an avid rider and Congressional Medal of Honor recipient, placed a Rolling Thunder II memorial wreath at the Tomb of The Unknown Soldier. He then turned to the brothers and sisters, congratulated all of those who fought, and prayed for those who have yet to return. It brought tears to even the most stalwart brothers' eyes.

This heart-wrenching event bestows

more credit upon the biker population than any amount of coverage can truly convey. To Ray, Artie, James, ABATE, the Vietnam Vets MC, and Carl Rice (who walked with a POW flag in hand, with support from bikers, from L.A. to Washington state), this event means a resurgence of the MIA/POW plight. It demands American veterans to step forward and show their support, and helps re-energize the veterans associations to become involved once more—it's been 20 years. Any Americans still held captive *must* have their freedom, and it's time that this country recognizes that the men who fight wars for *this* country, do so to maintain democracy and freedom throughout the world. And goddammit, that's the most important fight of all.

For any information regarding the Rolling Thunder events, contact Ray Manzo at (201) 638-4439.

—Ball

Photos by Billy Tinney

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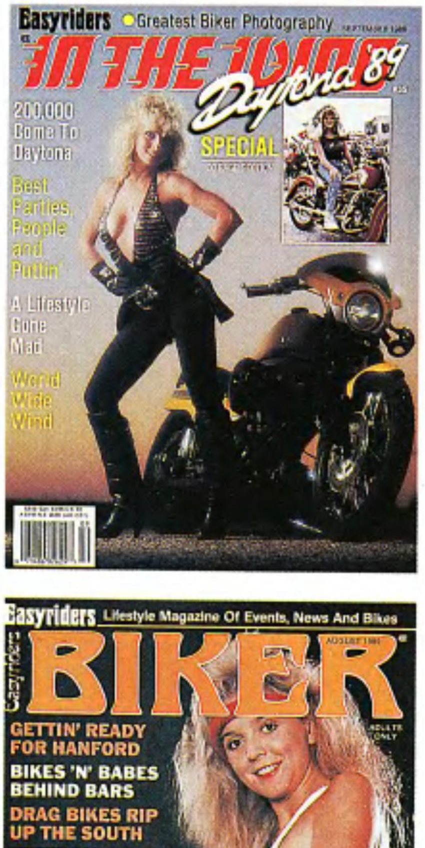

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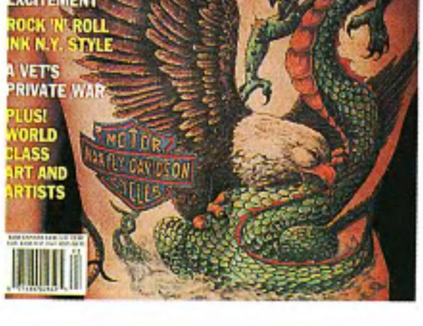

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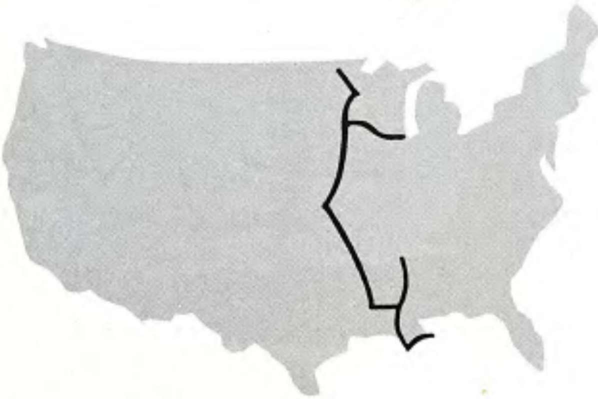


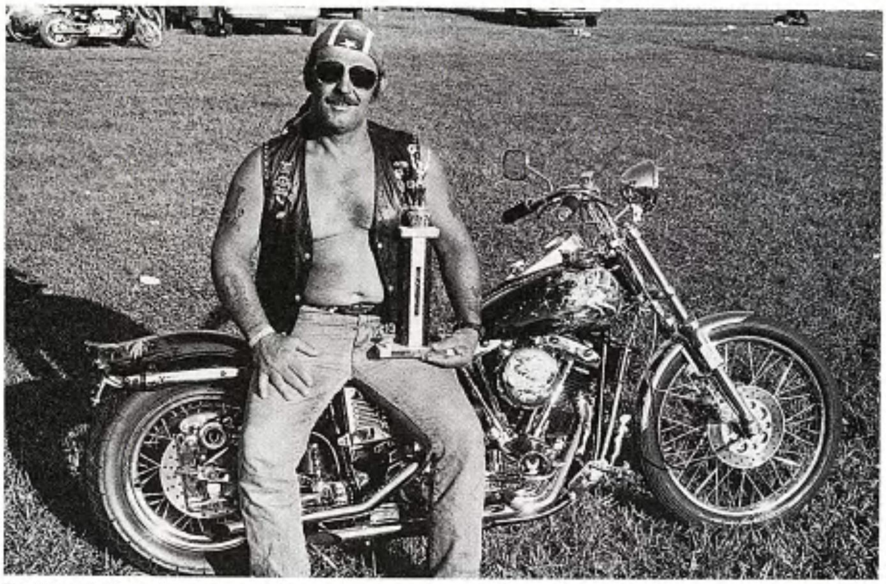
Hot and Cold by Rip

Hello again. In last month's issue I wrote about my ride to the SEMO Run (Southeast Missouri), and I also wrote about a benefit drag race held at the Greer Dragstrip near Greenville, South Carolina. In this issue I will be telling ya about my trip from the Gulf of Mexico in Mississippi to International Falls, Minnesota.

For the past seven years, during the Memorial Day holiday, the Asgard Motorcycle Club, along with the Southern Biker Bulletin, has presented the All-Harley Memorial Day Blowout. This event is sponsored by Rex Distributing Co. Inc., distributor of Budweiser and Bud Light. The proceeds go to benefit Multiple Sclerosis. By the way, the name of the 11-year-old club is taken from Nordic mythology. Asgard is the god of mischief and cunning.

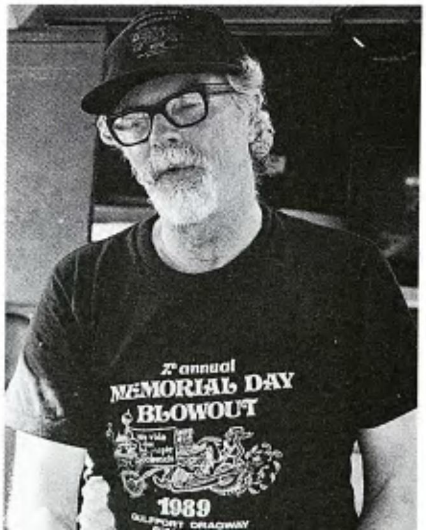
The club featured all-Harley drag racing Saturday, a free bike show, slow races, barrel races, a kick-ass weenie bite contest (with most of the lady passengers riding bare-chested), and a bikini contest, with the winner taking home a crisp one-hundred bill. The runner-up received 50 bucks. On Sunday they had more all-Harley drags, plus they also held a tug-o-war, a kick-start contest, and a fantastic wet T-shirt contest.

The weather was hot as hell. It was as hot as a half-fucked fox in a forest fire. It cooled off at night, making sleeping in a tent comfortable; that is for the folks that slept. Most of the people in our camp did lay down for at least a couple of hours at night, but

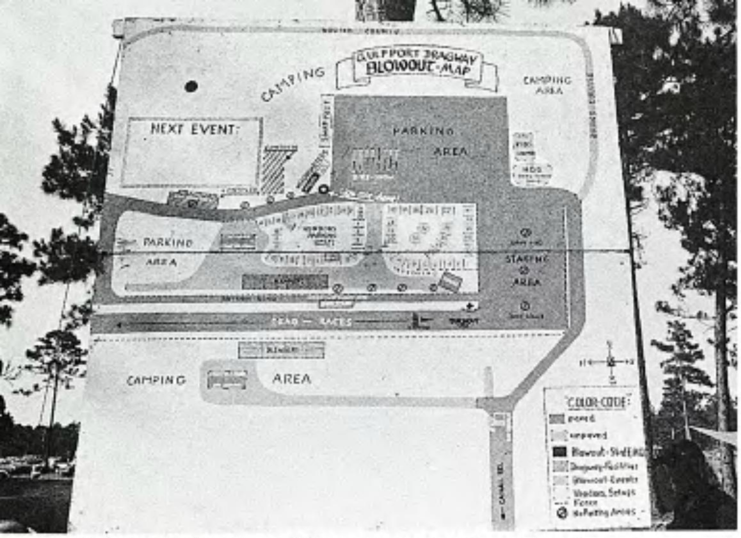


Paul Frank, first place winner of custom class from Westwego, Louisiana. He's a deaf-mute.

Tattooed froggy.



Head cheese of Southern Bikers Bulletin.



Map showing locations of Blowout events and camping area.

Okie racer.

They came all the way from Oklahoma to race.

Jap bikes being crushed, fire wasn't enough.

others stayed up the entire weekend. We had people from Pensacola, Florida, and New Orleans, Louisiana, in our immediate area.

The live music was provided by Cheshire Kat and a triple-bad rock 'n' roll band called, Hollywood—from New Orleans. They did get into the party.

Let me add here that there were over 25 different motorcycle clubs represented, and everyone got along swell.

The Purple Lounge Bar, an Asgard hangout, was the concessionaire for the ice. They had to have made a killing. I don't know how many tons of ice were sold, but I know it was beaucoup. It was so hot that the only animals seen, besides us, were stick lizards. They're those small critters that carry sticks in their mouths to stand on when they stop to rest.

I rode to the party with some folks from New Orleans, after coming down from Memphis a day earlier. We left N.O. from the Muddy River Tavern. The local ABATE chapter meets there. They have live music during the weekends and are located at 3613 Airline, in Metairie, Louisiana. Tell Warren and Brenda I sent ya. The ride from the bar wasn't even 80 miles. It was hot 'cause we did it in the heat of the day.

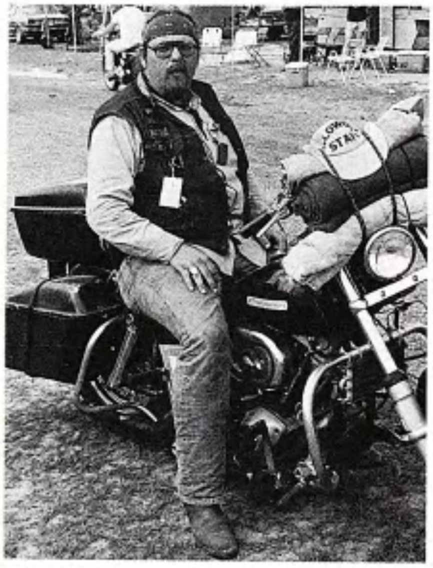
Over 5,000 people attended the Blowout, with 75 different vendors. There are 75 acres cleared for camping. Even with that many people, there was plenty of room for everyone. I had a bonaroo time at the lucky seven Blowout, and would like to thank all the brothers and sisters who extended their Southern hospitality.

Saturday morning, after adjusting my altitude, or should I say, attitude, I stood on a small knoll watching a pack of riders puttin' into the campgrounds. One of the backup vehicles got stuck in a ditch. Being bros and all, one of the guys who had a 4-wheel drive truck went over to help the lady get her vehicle out of the ditch. Well, one thing led to another, but the funniest part was when the rear bumper was jerked plumb off the cage. It was funny, but of course you had to be there to really appreciate it. It was like watching the Three Stooges.

The next Tuesday evening, after resting and doing my laundry at Peyton's and Chris' house in New Orleans, I rode north. It had been awhile since I had seen the Ozarks, so that's the direction I took to reach Kansas City, Missouri. I wanted to visit with Meathead, that is, Dennis Cooper, of Reliable Cycle, located at 2618 Truman Road in Kansas City, Missouri.

Meathead and Dresser can build ya anything you would ever want, motorcycle-wise. Dennis treated me to a fine Kansas City strip steak at the Hickory Bar. We also went by Club Michael's to check out some of Kansas City's finest mammaries. If ya ever visit K.C., check out Worth H-D. They

Waiting to get on the start line, Gulfport, Mississippi.



Johnny Ray helped with security.

have two stores, north and south of town. They carry all the goodies ya may want.

I had come to Kansas City for the 4th Annual Run-What-Ya-Brung, All-Harley Drags. The race was originally scheduled for May 21, but it got rained out. The rain date was June 4. The cash purse was $1000 American, with trophies and prizes going to the street classes. The security was handled by the El Forastero Motorcycle Club (E.F.M.C.).

All in all it was a good show. It rained Saturday, but held off on Sunday, till the program was over. I got a big kick out of some of the home-made barbecue outfits that showed up.

One was a gargantuan unit, made to be towed. Those folks cooked some very tasty ribs. They told me that they also enter barbecue cooking contests that pay big bucks. The brother that cooked for the E.F.M.C. used an old carved-out aluminum

Well . . . you've been asking for it and we're bringing it to you. If you miss this event this year there is no one to blame but yourself. If you're not there you'll hear all about it.

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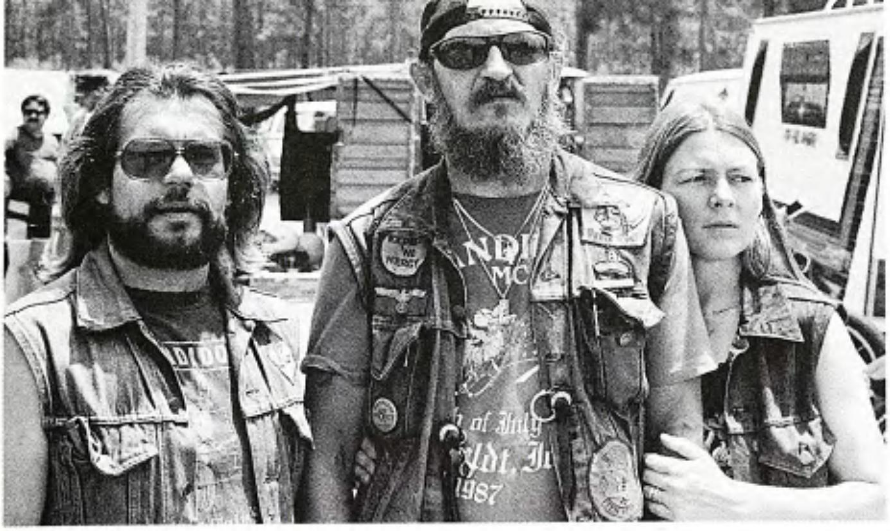
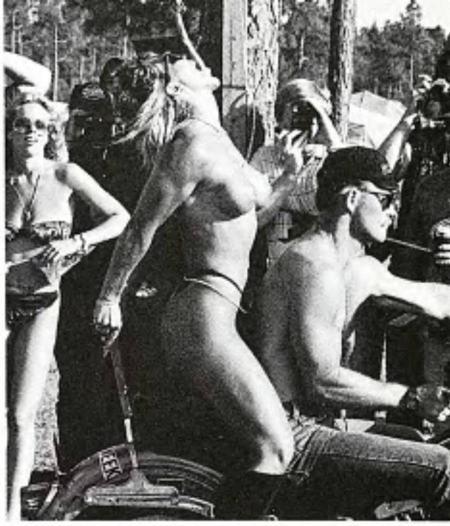
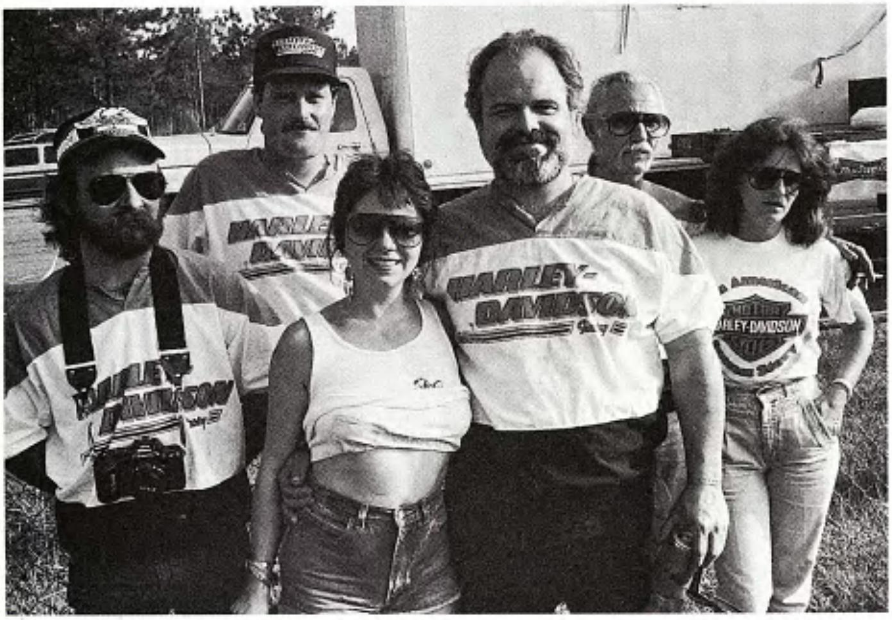


Bandits and friend.



Open wide, say ahhh.



John Mancuso and crew at Gulfport, Mississippi.

Watching the drags and enjoying the sun in Gulfport, Mississippi.

beer barrel. It got the job done nicely.

While in Kansas City, I did get to visit the El Forastero clubhouse, and Dresser took me by his clubhouse. He belongs to the Arlay-Dahveesohn MC, that's Harley-Davidson in French. I stayed at Dresser's home while in town.

Tuesday, the following week after the races, I headed further north, wanting to put miles on my scoot and see how the weather was up around Minnesota. It sucked. The ride up to Duluth was cool, but the next day it started raining and it didn't quit till two days later. The ride from Duluth to International Falls was cold and wet. Riding in rain takes a lot out of a rider.

You have to fully concentrate on what you're doing. You have to use the rear brake to slow down to stop, and then not too hard, 'cause you may lock-up the wheel and throw it into a skid. The ride from Duluth was only 150 miles, but it was done in a driving rainstorm. I needed a rest, so I found a reasonably-priced motel and got some much-needed sleep.

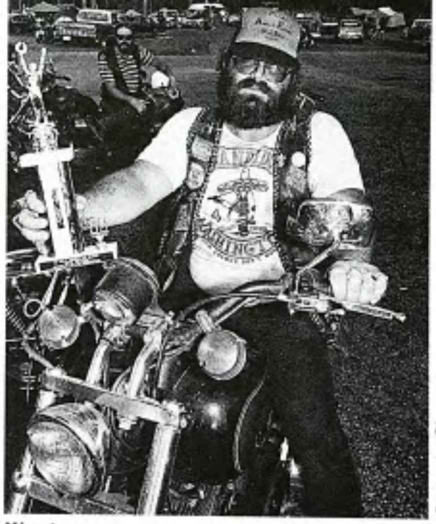
That night, International Falls, Minnesota, was the coldest place in the nation, getting down to 34 degrees. I got to thinking that I should have stayed somewhere in the Midwest, where it was a bit warmer. But, then again, if I didn't go out and experience these things, I wouldn't have anything to write about.

The following Thursday, I rolled into Milwaukee, Wisconsin, to check out the American Motorcycle Racing Association drag races that were gonna be held in Union Grove, Wisconsin, the following weekend. I hung around Hal's Harley-Davidson in New Berlin, Wisconsin. Hal and his son, Kirk, entertained me for a couple of days until it was time for the drags.

I met these folks a couple of years ago (see issue 173, November '87), and they haven't changed very much since I'd last seen them. We hit the

A horny fellow in Mississippi.

Deadmen Jody, winner of antique class.



Way to go.

Photos by Rip

bars in Milwaukee at night. Bubba's Bar was sponsoring what they called a run through the jungle. The streets were wet, and a couple of riders did go down, ruining their fun for the evening.

The weather was excellent for the races that weekend. Hal led about 100 riders from his shop to the race track. Most of the intersections had police road guards. It was a pleasant putt along the state highways. Wisconsin is beautiful this time of the year [early June], with one farm after another and short, rolling hills of corn about ankle high.

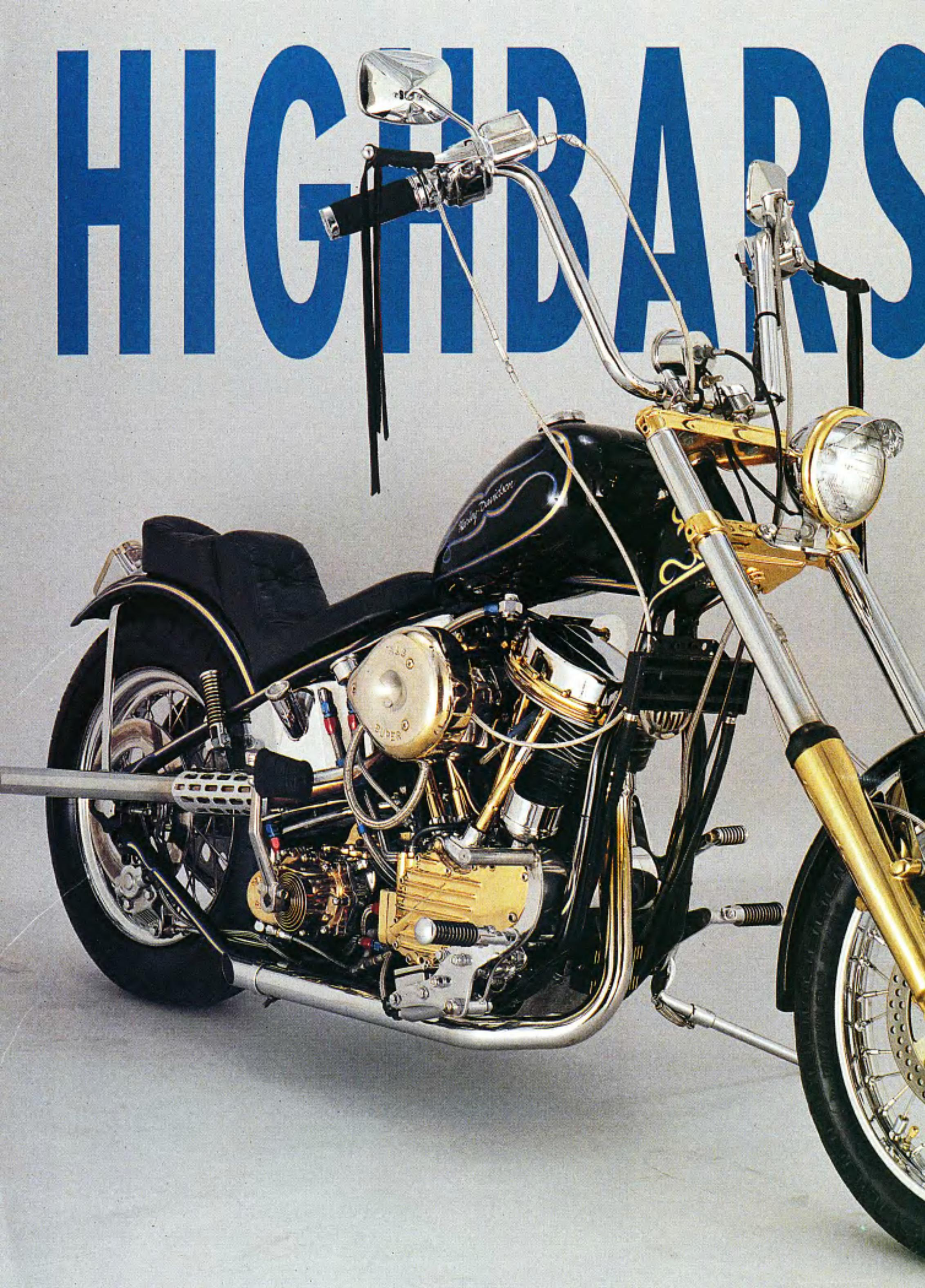
The races were kick-ass. I'm not gonna write or show ya the pictures, 'cause I really don't have enough room to do justice to the event. So, after talking to J.T. (my boss), he said that there is room in *Biker*, our other rag. Look for it in one of the upcoming issues.

It's the first day of summer as I write this. It's pretty warm all over this great country of ours. That means that I'm gonna be busy as hell—busy as the proverbial one-armed paperhanger.

On an international note, I feel for the students in China, but I think we should clean up *our* streets first. I hate seeing people sleeping on sidewalks and eating out of garbage cans. That shouldn't be happening in the richest country in the world.

Although I'll be swamped, that doesn't mean that I won't be answering your cards and letters. No matter what it takes, I will write back. So how about a little mail? I need to know what's going on in your neck of the woods. If possible, I will show up to take pictures, etc. Include a telephone number, if possible. So long, I'm out of here. Write to Rip's Run, Box 3000, Agoura Hills, CA 91301. ■

HIGHBARS



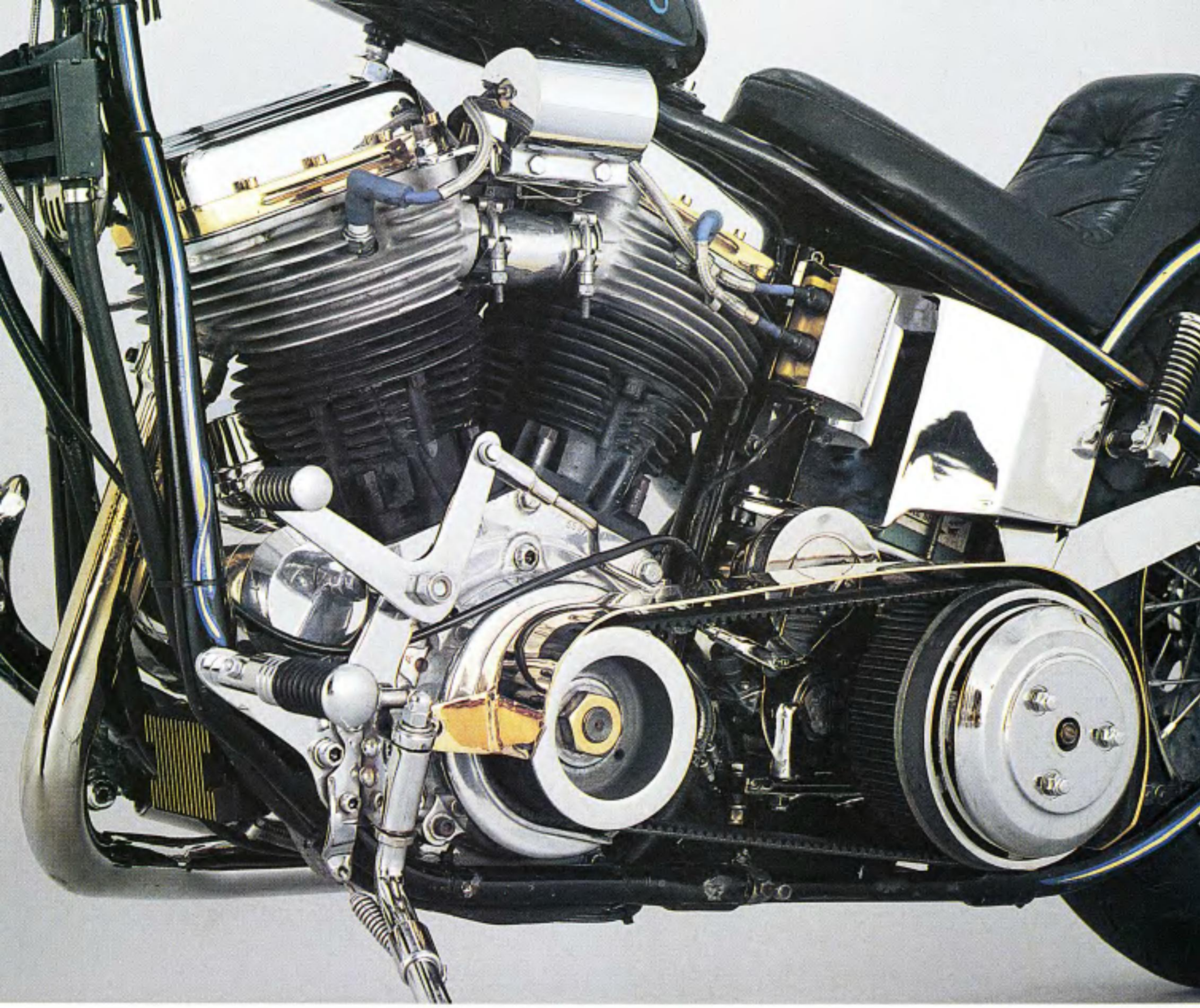
& FAST MOTORCYCLES

Hardworkin' bike builders gotta party sometimes

This black 'n' gold stroker was shot in Sturgis last year with 10,000 miles on it, includin' a couple of runs down the drag strip. Most recently, Dan nailed the throttle at the Union Grove AMRA races and copped himself a 12.54 quarter-mile with highbars and a top speed of 103.763 mph. The crowd went wild.

But last August someone else went wild when this local Zion bike builder and grip for Superior Light And Sound (sets up stage lightin' and sound for groups like Molly Hatchet and Charlie Daniels) had his bike shot for this rag. As most of ya know, when the sun rises in the Black Hills in August, it doesn't just light up the clear blue above, it singes the hair on the back of yer neck.

Dan got rollin' about 10 a.m. the mornin' of the shoot, right out into that blazin' sun on this 93 incher, across town and over to the ol' airport where the studio was already humming with bikes and activity. There ain't no trees around the hangar/studio so Dan kicked his sidestand down, let 'er cool for half an hour, then

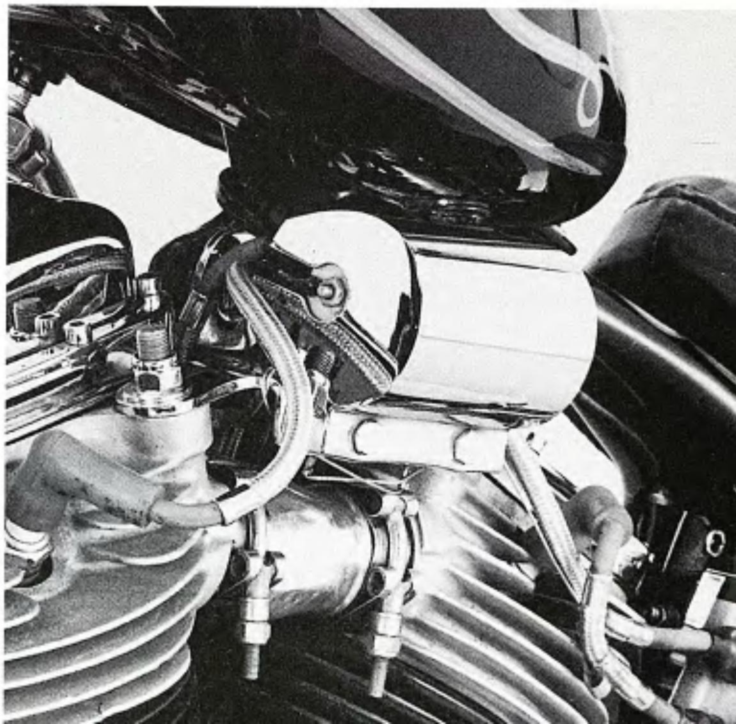


started polishin' and detailin' while there were still three bikes ahead of him.

Other riders began to roll up to the shootin' sight and brothers began to quaff a few brews, soon a jug of takillya was bein' passed, and the party began. It was past 3:00 in the afternoon before his scooter took it's rightful spot in front of the bright lights and cameras, and Mad Mike began dissecting his scooter with film. Well, to make a long story longer, Dan never made it back to town that night.

On his way back, the Heat, who had been recruited from all over the state, pulled him over for his apehangers. As he

Harley-Davidson



slid from the seat and began a slippery dialogue with the officer, the afternoon's refreshments began to settle in. He ended up spending a sweaty night in jail and coughin' up eight bills for the fine. He had to compliment the manner in which they towed his scoot to safety, though. They had a special rig that held the front wheel and the bike didn't get a scratch on it.

He didn't seem too upset about revealin' this story—he musta been the one to get the worm.

But Dan doesn't just ride, race, and party. He does a great deal of work on local brother's bikes, and runs his business with a special philosophy. Seems the local dealers charge a man $43/hr. to work on their bikes. Dan's policy is to ask the owner how much *he* makes a hour, then charges him that rate for the work—fair enough.

Watch for him at the drags, or he may have been at Sturgis this year, or Daytona next year, or . . .

—Mr. Mescal

Owner: Dan Lang	**City:** Zion, Illinois	
General	**Frame**	
Fabrication by: owner	Year: Pre-1955	
Year and make: 1951 H-D	Builder: H-D	
Model: FL	Type: rigid	
Value: too much	Rake: ½ inch	
Assembly by: owner	Stretch: none	
Time: too long	Other alterations: shaved	
Chroming by: Crown Plating	**Accessories**	
Engine	Bars: 14-inch apehangers	
Year: 1951	Risers: 1-inch	
Model: FL	Fender(s): two	
Rebuilder: Tom Kennedy	Headlight: Bates	
Ignition: 2-12-v. coils/points	Taillight: tombstone	
Displacement: 93 cubic inches	Speedo: yes	
Lower end: S&S	Front pegs: CCI	
Balancing: Tom Kennedy	Rear pegs: CCI	
Pistons: S&S	Electrics: alternator	
Cases: House of Horsepower	Gas tank: Mustang	
Heads: 1964 pans	Oil tank: wrap around	
Cam: Sifton 465+	Oil system: late model	
Lifters: solids	Primary cover: belt guard	
Carb(s): S&S	Seat: uncomfortable	
Air cleaner: S&S	Sissybar: none	
Pipes: straight	Height: n/a	
Muffler(s): none	Material: n/a	
Transmission	**Forks**	
Modifications: Andrews close ratio grs.	Type: 1949 wide glide	
Year: 1957	Extension: 6 inches	
Shifting: foot hydraulic clutch	Builder: H-D	
Engine sprocket: primo belt	Special features: dual discs	
Trans sprocket: 24-tooth	**Wheels**	
Wheel sprocket: 51-tooth	**Front**	**Rear**
Painting	Size: 19-inch	Size: 16-inch
Molding: Bud Dennis	Hub: Performance	Hub: Hallcraft's
Painter: Bud Dennis	Rim width: 2½ inches	Rim width: 4 inches
Color: black	Tire: Dunlap	Tire: Continental
Type: lacquer and urethane	Brake: dual disc	Brake: Hurst disc
Special paint: 24k gold leaf		
Other special modifications: 24k gold plating, hydraulic clutch, oil cooler (over 10,000+ miles in current form).		

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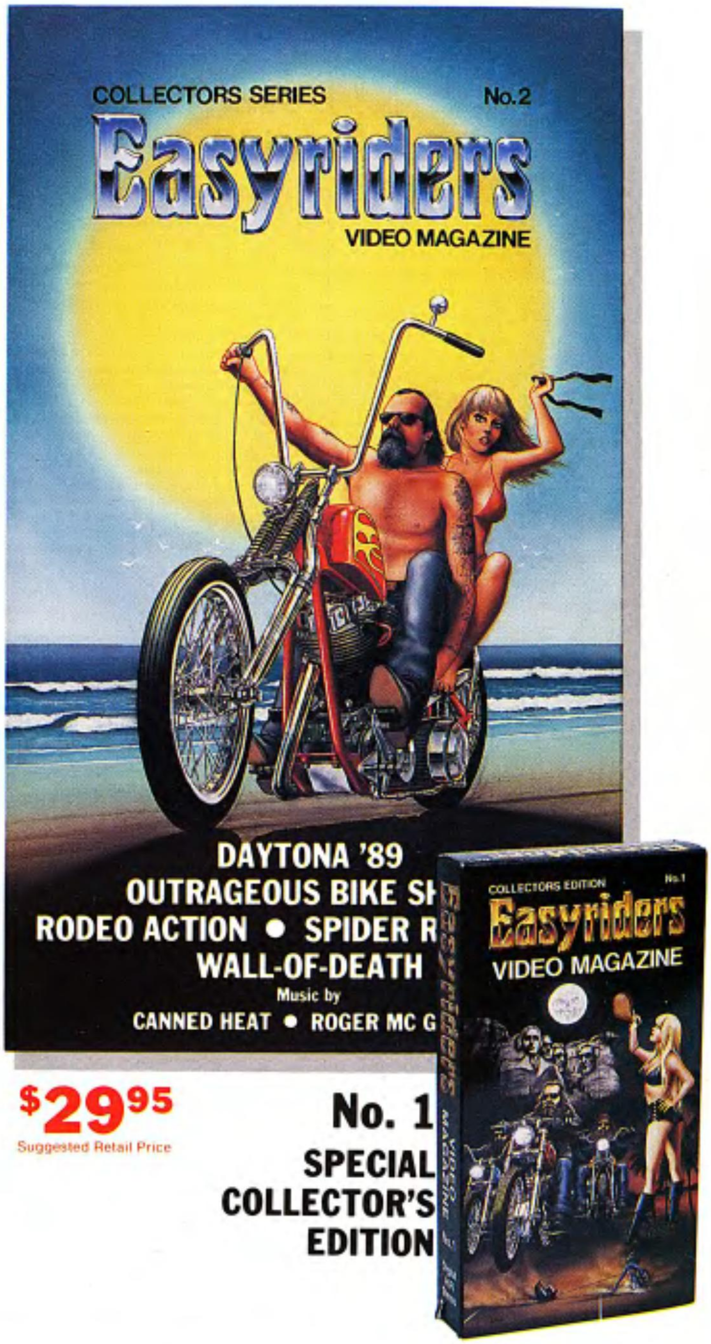

Concrete cowboys on steeds of steel—partying from the bars of Daytona to the wide-open wild motorcycle rodeos of the new West! Join the rowdy staff of *Easyriders* magazine for the most fun you'll ever have that's still legal—almost.

Contains strong language and nudity.
VHS color. Approx. 60 min.
Hi-fi digital stereo.

Most cycle shops that carry *Easyriders* magazine will be stocking the video—also major video stores such as The Wherehouse, Tower Records, Music Plus, Strawberry Videos, and many local rental outlets. If they don't have it, show 'em this and and tell 'em to call us!

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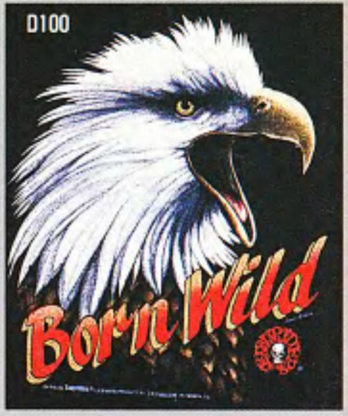
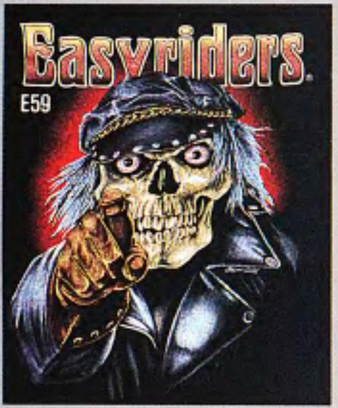
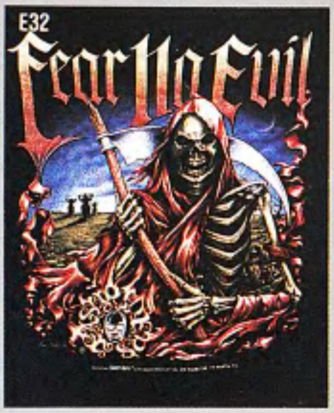
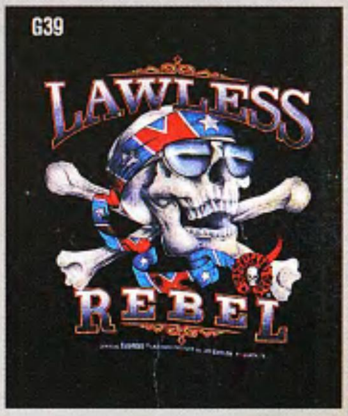
EASYRIDERS T-SHIRTS

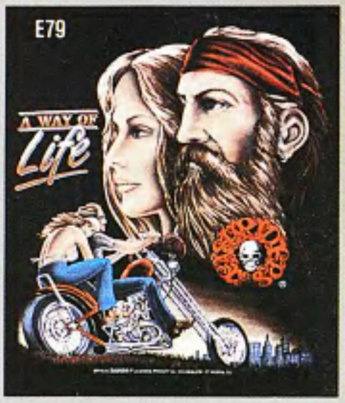
FLAME SHIRT
100% cotton — 100% cool
Features a pocket, long sleeves with flame design.

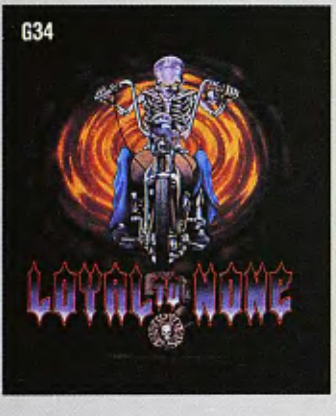


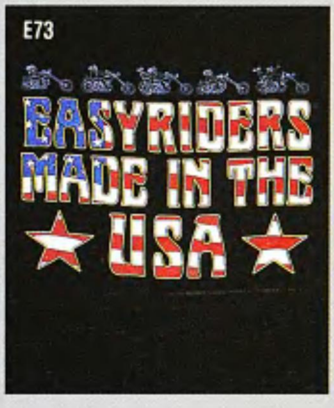


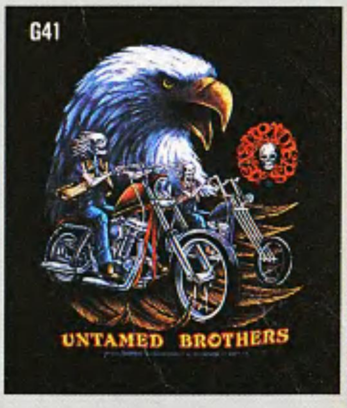


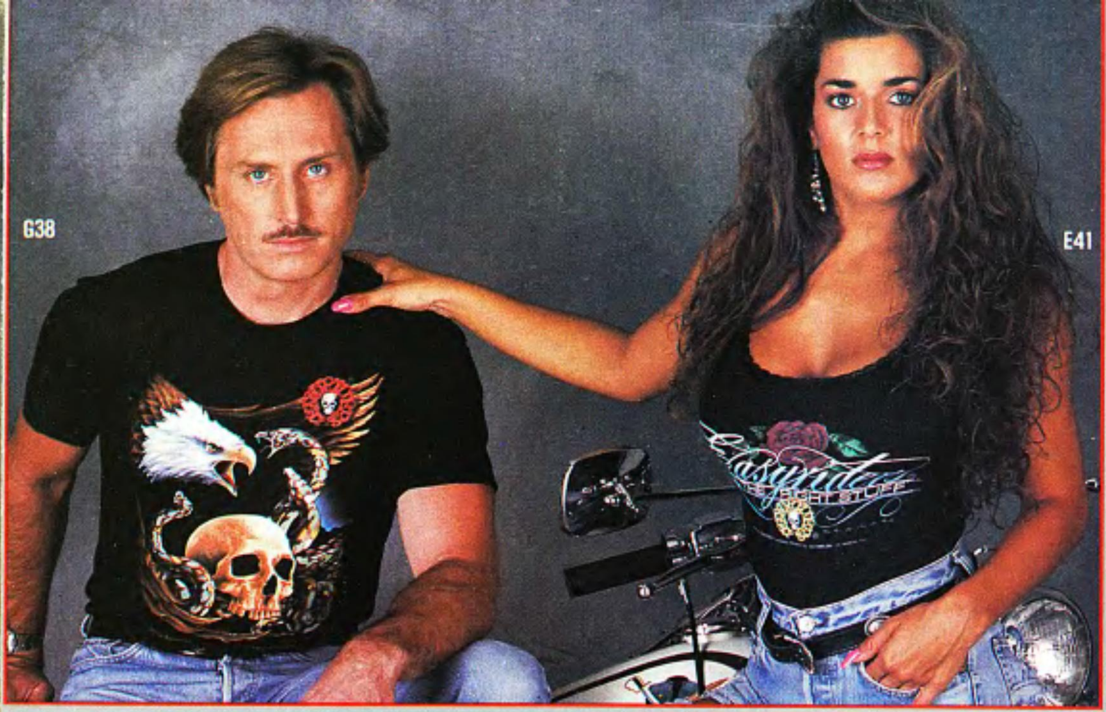












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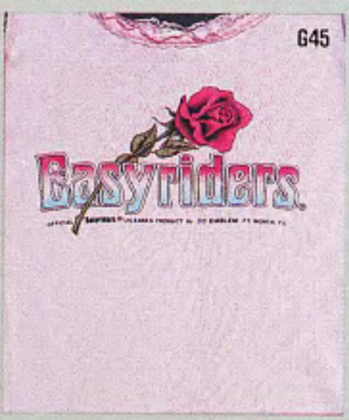

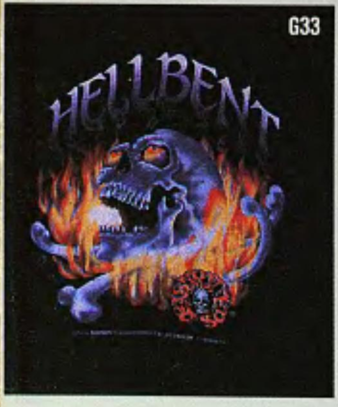

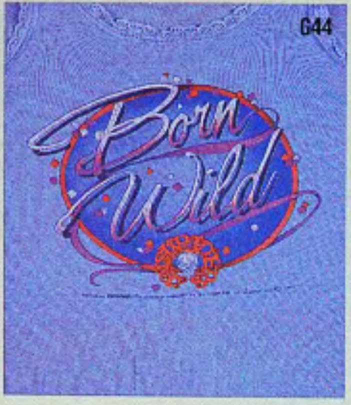

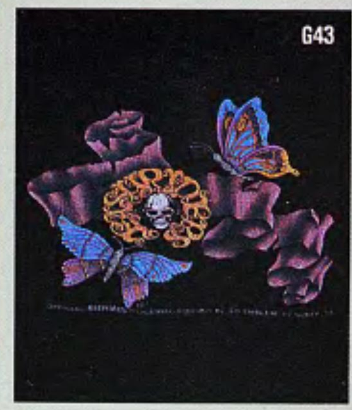

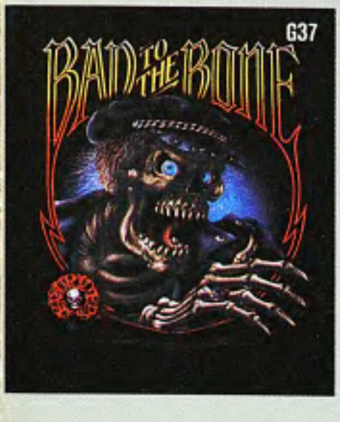

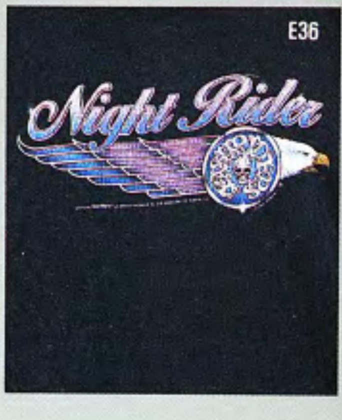

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August 25, 26, 27 **Middletown, New York** Orange County Fairgrounds I-84 to Hwy. 17 west, to exit 120	**September 2, 3, 4** **Labor Day Weekend** Chillicothe, Ohio Ross County Fairgrounds (Route 22 to 104; go south on 104 for 13 miles)	**October 20, 21, 22** **GRAND NATIONALS** **VENTURA, CALIFORNIA** Ventura County Fairgrounds Hwy. 101 to California St. exit

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